CBW
Coach and Bus Week
The PSV industry's news weekly • 23 November 1996 • Issue 245

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1994 (May) DENNIS JAVELIN GX 12M PLAXTON PREMIER 3500
53 reclining seats, brown striped moquette, courier seat, rear offside continental door, tinted double glazed side windows, curtains, carpets, power entrance door, finished cream/maroon.
M.O.T. JULY 1997

1985 (April) DAF SB 2300 12M PLAXTON PARAMOUNT 3200
53 reclining seats, grey/red moquette, tinted side windows, curtains, power entrance door, finished all white.
M.O.T. MARCH 1997

1985 (December) LEYLAND TIGER (CUMMINS) L10 Engine DUPLE LAZOR II 12M
53 reclining seats, brown striped moquette, courier seat, tinted double glazed side windows, power entrance door, finished cream/duo red.
M.O.T. MARCH 1997

1985 (February) DAF DKFL VAN HOOL ALIZEE-H 12M
50 reclining seats (recent retrim) in Holdsworth brown graffiti moquette, courier seat, rear offside floor mounted toilet, tinted side windows with curtains, power entrance door, finished red/cream **M.O.T. JULY 1997**

1985 (February) VOLVO B10M BERKHOFF EMPEROR
60 reclining seats, red striped moquette, courier seat, toilet, drinks machine, tinted double glazed side windows with blinds, power entrance door, finished cream/maroon.
M.O.T. JUNE 1997

1987 (May) TOYOTA OPTIMO
19 seats, red striped moquette, tinted side windows, power entrance door, finished all white.
M.O.T. MAY 1997

1983 (November) BOVA FUTURA FHD
49 reclining seats, grey/red striped moquette, courier seat, centre sunken toilet, continental door, tinted double glazed side windows, curtains, TV monitor, wired for Video, cool box and water boiler, finished silver/red/blue.
OFFERED WITH NEW M.O.T

1983 (June) LEYLAND ROYAL TIGER DOYEN 12M
50 reclining seats (recent retrim) in brown/red/orange moquette, courier seat, tinted double glazed windows, power entrance door, semi- automatic gearbox, driver's fan, finished all white.
M.O.T. OCTOBER 1997

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Supporting publication for BTTF 1997

CBW
Coach and Bus Week

Industry makes itself accessible

OVER the last two years an accent on accessibility has switched mainstream thinking in bus design away from high-floor, high-step vehicles. Although Stagecoach stays with its tried-and-trusted formula for its 1997 full-size vehicle order where B10Ms and Olympians reign supreme, the wind of change is starting to blow through the fleet and low-floor midis are on order for the first time - bigger low-floors are on trial.

Meanwhile, wheelchair-accessible coaches remain a fringe interest, with operators left to struggle with chairlifts, clamps and tracking.

Read this week's report on the Community Transport Association's Minibus and Accessible Vehicle Exhibition (pages 13-16) and you will see one invention which could go a long way to making life easier, though the fully-accessible coach is a distant prospect - even if thought desirable.

However, positive strides have been made among small coach and bus manufacturers and converters which add further to the profit opportunities for commercial operators.

Although there is a valuable role for the volunteer sector, we believe that the interests of all passengers are best served by professional, licensed operators running passenger carrying vehicles using qualified and experienced drivers.

The accessible market requires dedication and commitment but if you're not involved, it's worth a look.

● A TRAGIC story in this week's issue highlights the extreme folly of ignoring wheel-loss syndrome.

Nobody is quite sure how wheelnuts can release themselves after being carefully torqued tight, but they do... we all know that. Even the obligatory driver check and regular maintenance does not prevent it happening.

Michael Edwards was just 28 years old when, it appears, he was killed on his way to work by a loose coach wheel. Nobody saw him die, and the coach driver even retrieved the wheel and went on his way without realising what had happened.

The home truth is that this may be preventable. Self-locking wheelnuts and other devices can reduce wheel loss. They are not expensive. Wheel loss caused by negligence could cost the operator's business and the jobs of his staff. Worse still, an innocent life could be lost.

Mike Morgan
Editor

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▼ Coach

Chunnel bookings hit by fire

THE Channel Tunnel fire which hospitalised eight people has closed one tunnel and will have a severe effect on coach bookings in the run-up to Christmas.

The fire, which started on a freight train, swept through the freight car emitting poisonous fumes from burning plastic. The French operating company put the emergency services to work through the specially-built service tunnel and rescued all passengers successfully.

One person was said to be seriously affected, while the other seven were expected to be released after treatment.

The other 26 passengers were loaded on to a passenger shuttle going through the adjacent north tunnel.

"The fire, which destroyed six HGVs, is now under control," said a Eurotunnel spokesman on Tuesday morning.

"Residual fires are still affecting the rear locomotive of the train and are being fought by British and French firefighters."

The south tunnel will be closed for some time to clear debris and examine the scene of the incident. Group sales head, Paul Cowgill, was unavailable for comment due to re-organising booked services with ferry operator P&O.

STOP PRESS

NORTHUMBRIA Motor Services is to appeal against convictions for aiding and abetting drivers to fail to carry a duty roster extract (*CBW*, 28 September). The offences relate to services between Newcastle upon Tyne and Carlisle, linked with Western Scottish.

■ Full story next week

▼ Coach

'Wheel of death'

A COACH wheel is believed to have killed a south Wales man as he walked to work.

In a bizarre twist, the body of Michael Williams, 28, was found at the side of the road some time after the coach driver had stopped, retrieved the wheel and replaced it.

Mr Williams was on his way to work at a Cardiff cake factory, walking along the B4275 between Fernhill and Abercwmboi, Mountain Ash. His body was found behind a lamppost at 7.20 am, and his death was at first believed to be the result of a hit-and-run accident.

The coach suspected of having been involved in the incident has been identified, examined by accident investigators and its wheel taken away for further examination.

Police are not revealing the name of the operator.

▼ Coach

Crash driver acquitted

COACH driver William Mancey, whose vehicle was in a crash in which a Royal Marine bandsman died (*CBW*, 16 November), has been acquitted of careless driving.

Judge David Smith dramatically halted the trial at Bristol Crown Court before he was due to sum up. He told the jury that conflicting, technical evidence from expert witnesses had not established whether the brakes of the coach had failed. Mr Mancey, 54, of Plymouth, said the brakes had let him down when he was confronted with a jackknifed caravan on the M5, but the Crown maintained there was no evidence of brake failure on the Neoplan double-deck coach.

Since the trial outcome had depended on these facts, he could not let the jury consider a verdict which may now be swayed by emotion over the crash death, said Judge Smith.

Hinkley: annual order

▼ Coach and Bus

Huge order

Eighth of the

STA

WHAT STAGECOACH IS BUYING

DOUBLE DECK	
Volvo/Alexander and; Volvo /Plaxton (Northern Counties)	140
SINGLE DECK	
Volvo/Alexander and; Volvo/Plaxton (Northern Counties)	260
MIDI	
Dennis Dart SLF/Alexander	50
MINI	
Mercedes-Benz/Plaxton	100
COACHES	
Volvo/Plaxton Interurban	60
Volvo/Plaxton Expressliner	15

▼ Coach

Clarkes: £1.6 million investment programme

More Mistrals for Clarkes of London: six are part of eight-vehicle order

OVERALL Coach Operator of the Year 1995/6, Clarkes of London has a £1.6 million investment programme which replaces six single-deck coaches and adds two deckers to its 72-vehicle fleet.

All eight vehicles are air-conditioned, have Jonckheere bodywork, chassied by Volvo and supplied by Yeates.

On order for 1997 are six 53-seat Mistral-bodied B10Ms and two 71-seat Monaco-bodied B12s. The B10Ms replace older Volvos in the fleet and the B12s supplement two similar vehicles.

new £77m in pipeline

fleet could be replaced next year

STAGECOACH HOLDINGS PLC

No full-size low-floors ordered pending test on 192 in Manchester

by Mike Morgan

STAGECOACH aims to replace around one tenth of its 7,000-vehicle fleet during 1997 with a £77 million order.

The announcement comes in the wake of the FirstBus £80 million programme for nearly 1,000 vehicles, giving a second major boost for British manufacturers.

Unlike FirstBus, which is splitting deliveries between 1997/8 and 1998/9, Stagecoach says its new vehicle intake is for 625 buses in 1997 with secured options on a further 250. Volvo gets 75 per cent of the confirmed chassis order with body supplies split between Alexander and Plaxton. Other than 100 Mercedes-Benz minibuses the entire order is UK built.

Although minibus numbers are significantly down on 400 in 1996 with a switch to the new Mercedes-Benz Vario, and the Plaxton Beaver makes its debut in the fleet instead of Alexander bodywork, analysis of the order reveals business as before with standard B10M service buses, InterUrbans and Expressliners, Olympian deckers and Dennis Dart midis.

The Darts are SLFs, signalling a first switch to low-floor. Executive director Barry Hinkley told *CBW* that five Northern Counties/B10BLEs would be trialled on Stagecoach Manchester's 192 service in the New Year, leading to the possibility of 40 from the B10M order changed to low-floor buses.

He said full-size low-floor would feature in the 1998 order.

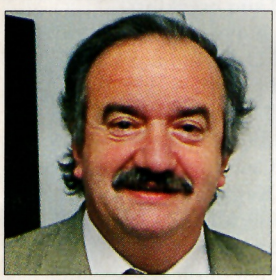
Commenting on the order, chairman Brian Souter, said: "We are continuing with our policy of investing heavily in new vehicles and are delighted that so many will be built in the UK. This year we intend allocating significant numbers to our larger urban networks, including Manchester and Newcastle, where we believe there are substantial opportunities for passenger growth.

"We remain convinced that the introduction of new vehicles provides a significant cost advantage as well as providing a high quality attractive product for our customers."

Prior to the order Stagecoach operated 7,147 coaches and buses in the UK with an average age of 8.7 years.

By replacing 625 vehicles the average age falls to eight years compared with an average industry age of 11 years - if the 250 option is taken up, one vehicle in eight will be replaced.

The Interurbans are for new markets and some 100 vehicles are to allow for some expansion.



▼ Obituary

Indcar director killed in car crash

THE operational director of Spanish bodybuilder Indcar has been killed in a car accident. Santiago Queralt was the third generation of the Queralt family to run the business, at Arbucies near Girona. He died only an hour after a meeting with the UK agent for Indcar's Iveco-based products, Alan Wilson of the Ratby-based AW Group.

Mr Queralt, 48, is understood to be survived by his wife and two children, neither of whom are involved in the business.

▼ Coach

Private traffic centres

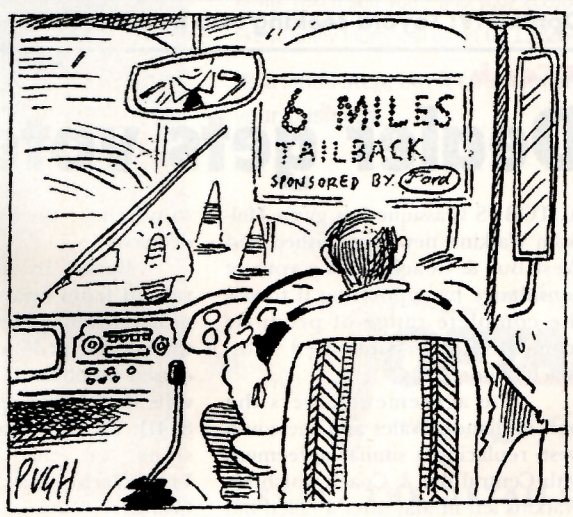
THE Highways Agency is planning privately-owned regional traffic centres.

The Regional Traffic Control Centres will be built under the private finance initiative to supplement existing police control offices and provide traffic data for radio stations, motoring clubs, and for 'live' roadside signing.

"By the year 2025, pressure on the road network could almost double," said Mr Watts.

"It is, therefore important that we find more innovative ways of getting the best use out of our existing roads."

The Confederation of Passenger Transport was less than wildly enthusiastic: "Of course, anything which helps ease congestion should be welcomed but, if the Government really wants to tackle the problem, it should put resources into public transport."



▼ Coach and Bus

Rejected

A COMPLAINT that *Coach and Bus Week* was lying in its advertising has been rejected by the Advertising Standards Authority.

Spalding-based publication *Bus and Coach Buyer* - which is given away free to its readers - challenged an in-house advertisement in *Coach and Bus Week* which said: "*CBW* is the only magazine that is fully requested and PAID FOR (interesting to note that the UK Coach & Bus Industry chooses to pay for *CBW* despite there being free competitors!)"

But after *CBW's* publishers, Emap Automotive, had presented evidence which irrefutably proved *CBW's* claims were correct, the ASA rejected the complaint.

In brief

Gas bus trial

THE DAF LPG bus which has proved itself both environmentally efficient and cost effective over 50,000 kilometres of operation in the northern Dutch city of Groningen (*CBW*, 16 November) has made its next stop in Zug (Switzerland) for the start of a month-long test project.

Cut-back cars

WE all have a part to play in reducing the environmental impacts of travel - and cutting back on short car journeys is one of the most effective, said transport secretary, Sir George Young at the first in a series of regional seminars on the recent Green Paper, *Transport The Way Forward.*

Hants plan

WIDE-RANGING consultation to establish a comprehensive strategy for tackling transport in Hampshire until well into the next century is being initiated by the county council. Planning and transportation chairman, Councillor Alan Lloyd, said national and international action would be required to promote change.

Cold comfort

MAC-HISPACOLD has launched what it claims is a comprehensive air-conditioning warranty package which is automatically renews the 12-month warranty provided they are serviced by the company's skilled technicians. Its standard annual servicing costs £295 at depots near Heathrow and Gloucester.

Pat on back

BUSK has been nominated by the Scottish Parent Teacher's Council for Education as the UK entry for the Alcuin Award. The award is named after a Northumbrian scholar and the winner will be announced in Copenhagen this weekend. Over the last four years BUSK's Pat Harris has increased public awareness of child safety on school transport.

▼ Coach

Optimo left with only two outlets

New Moseley centre will be missing Toyota

by Mike Morgan

WHEN Moseley PCV opens its new custom-built distribution and service centre at South Elmsall, Pontefract, next week, the Toyota Optimo small coach will be missing from the list of new coaches sold from the dealership's branches.

Consequently, Toyota is left with just two Optimo outlets, Heather-based Salvador Caetano UK and Erringtons of Evington — both in Leicestershire.

As from the end of 1996 the agreement between Moseley and Toyota terminates, bringing to an end a four-year association. Moseley says it has decided to concentrate its marketing efforts on full-size vehicles, believing the smaller coach is a specialist market. Its decision follows in the wake of a similar move by Yeates which ended its agreement to sell new Optimos earlier this year.

Moseley has access to a few remaining Optimo III models but, because of the cut-off date, will not be taking orders for the new Optimo IV. It is distributor of Volvo, Van Hool and Bova and the decision also affects its associated companies in Scotland and Somerset.

However, Toyota coach sales manager Steve Prime confirmed that two new dealer applications were being processed and an announcement on the successful bids is expected in the near future.

Meanwhile, the chassis after-sales function previously carried out by Moseley will be taken on early next year by Carnells, the Castleford-based Toyota dealership.

Mr Prime said: "It will be the first Optimo dealer to act as a satellite parts centre holding impress stock supplied by Toyota GB." Stock will be available from Carnells on a 24-hour, seven-days-a-week basis.

Optimo IV: Toyota seeking two new dealers

▼ Coach

Live wire

PREFERENTIAL rates negotiated with hotels in the vicinity of the *Coach and Bus Live* venue, Donington, put exhibitors on track for excellent deals.

With the organisers inundated with calls from potential exhibitors, the hotel packages add to the list of compelling reasons to support the show.

***Coach and Bus Live* is at the Midland's newest and most prestigious exhibition centre; has moved to 8, 9 and 10 April to avoid a clash with the British Travel Trade fair; is superbly located; has excellent access for stand builders; better parking, restaurant and other facilities; and has over 8,500 hotel beds within a 20-mile radius.**

The first seven recommended hotels are:

- **Hilton National on 01509 674000 - from £40 bed and breakfast**
- **The Priest House on 01332 810649 - from £35 bed and breakfast**
- **Yew Tree Lodge on 01509 672518 - from £40 bed and breakfast**
- **Novotel on 01159 465111 - from £45 bed and breakfast**
- **Forte Posthouse on 01159 397800 - from £45 bed and breakfast**
- **Kegworth Hotel on 01509 672427 - from £55 bed and breakfast**
- **Melbourne View Hotel on 01332 865353**

▼ Coach

Dealer gets vote of confidence

AUTOBUS Classique has given Malcolm Watkins' newly-established Mid West Bus & Coach Sales a vote of confidence by appointing it to sell the complete range of products from the Rotherham-based midi-coach builder.

The agreement covers the west midlands, Wales and the south west, replacing a similar agreement with Central Bus & Coach which Mr Watkins left in May after a failed bid to purchase the Frome Hill-based dealership.

Based in accommodation rented from Swanbrook Coaches near Cheltenham, Mid West will sell three main products from Optare-owned Autobus. These are the Nouvelle midi based on Mercedes-Benz 814D; 12 to 24-seat coach conversions of the Sprinter and 711D/Vario vans; and 16-seat LDV Convoy.

Mr Watkins said: "It is great to reassociate ourselves with Autobus Classique because they generate such good quality second-hand stock." Autobus sales and marketing director Alan White said: "We are delighted to re-establish our association with Mr Watkins, now at Mid West, and his involvement with direct sales and part exchanges will boost our sales capability in these areas."

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▼ Coach

A night stars are born

Awards winner gains business boost

by Mike Morgan

LAST year's small fleet winner of Coach Operator of the Year at the *CBW* Awards says victory has given his business a boost. Promotion of the success on vehicles and through the local press has turned success into further success.

Straight from the presentation, and before the euphoria had faded, Paul Winson of Loughborough told the local media in Leicester, Derby, Nottingham, and Loughborough. He says they were very willing to take the story, including pictures taken by *CBW*.

Every vehicle had the message emblazoned across the windscreen and stickers prepared for every mailshot.

Mr Winson experienced an immediate increase in business. Corporate work from the likes of PowerGen, Toyota and Rolls Royce has quadrupled and the fleet size increased by 30 per cent.

Notable is the boost to out-of-town business.

He said: "A lot of London companies coming up to the area require coaches, for example, station pick-ups. The Awards has cemented us on the map.

Every Winson vehicle carries the proud announcement

"Indeed more people have noticed it than we thought - even school kids are proud to travel with 'the coach operator of the year'," said Mr Winson. A welcome spin-off is the type of business attracted, which is at the quality end of the market.

COACH AND BUS WEEK
COACH INDUSTRY AWARDS
1996/7
IN ASSOCIATION WITH THE COACH TOURISM COUNCIL

This year has been the busiest Paul Winson Coaches has ever experienced and it's the *Coach Industry Awards* which has given the business the spur to drive forward.

● Courtesy of Dover Harbour Board, there's a special gift for guests at this year's Awards in Bournemouth this weekend.

A beautifully bound European road atlas has been commissioned and will be in hotel bedrooms on Saturday - otherwise be sure to ask at the *CBW* reception desk in the Purbeck Hall.

And for those unlucky enough not to be present you can find out who won what in next week's *CBW*.

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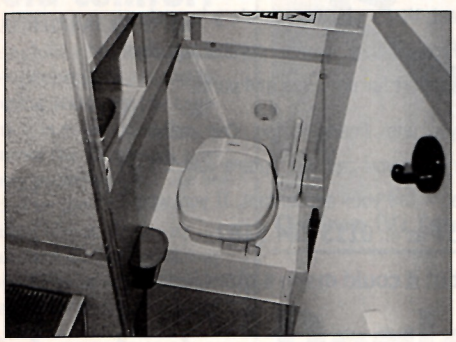

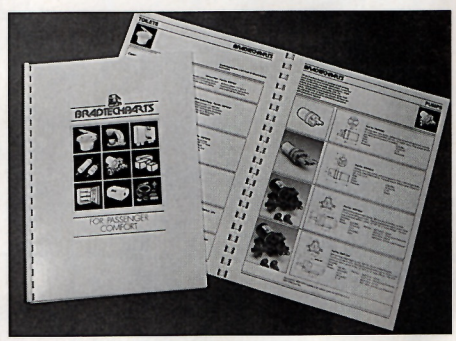

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ACROSS		DOWN	
1.	Someone to talk to when buying (5,8)	2.	Only with Volvo, is it so extensive (6,2,7)
3.	Available funding choices (7,7)	4.	It's good at all four points of the compass (4)
7. & 9.	Of great importance, particularly when you come to trade in (6,5)	5.	Dealer Support? This well spread takes time! (8)
8.	Market leading coach chassis (5)	6.	Long term pledge (10)
10. (across & down) & 11	Plaxton, Van Hool, Jonckheere, Berkhof and Salvador Caetano are all these (4,7,8)	10.	See 10 across
12.	Always there (11)		

If you are not a crossword enthusiast, you can get the complete picture from Volvo's 1997 coach season information pack.

As well as detailing chassis and body options, it also tells you what contract service options are available to Volvo coach operators.

It explains exactly what you get when you invest in a Volvo coach and the support you can expect from the Volvo dealer network.

Just in case you do not receive your copy in the post, you can call free on 0800 715716 anywhere in the U.K. to reserve your own copy.

Volvo. Your solution for the 1997 Coach Season.

VOLVO

EXCLUSIVE STORY AND PICTURES

MTL branding outside and inside (inset)

▼ Bus

Marshall Mini goes to MTL

by Alan Millar

Council funding for service

ONE of the first Marshall Mini low-floor minibuses has gone into MTL London's Hertfordshire fleet.

The bus, jointly funded by Hertfordshire County Council, will be operating on a Potters Bar subsidised TravelWise town service, which serves two housing estates. Bus stops are being improved to get the best from the low-floor concept.

The 8.5-metre bus has 29 seats, plus two rear-facing baby seats on the offside wheelarch, the rest rail-backed twin seats. It has a four-speed Allison automatic gearbox, the Euro II Cummins B turbocharged engine, and Marshall's corrosion-resistant stainless steel, aluminium and GRP structure.

The Mini is the first vehicle to get MTL's new moquette of squares and the MTL logo.

Regional Round-up

▼ Home Counties

Just the part

ALEXANDER has added a new southern parts centre and additional mobile technical support in a bid to strengthen its customer care support.

A fully operational parts centre in Billericay holds over 2,000 parts. Orders will be handled at Falkirk.

John Bradley has been recruited as a technical service engineer to provide support for customers in the north of England. He is based in Bradford.

▼ Buckinghamshire

Under one roof

MOTTS Travel has planning permission to build new houses on its existing site in Station Road, Stoke Mandeville, as it prepares to get all its business under one, new roof.

The area's longest-established operator is not revealing the site it has earmarked, but says it has taken 15 years to put the plan together: "The logistics and economies of scale of running three depots has never been ideal," said md Roger Mott.

An earlier application to build 12 houses was turned down, but outline permission has been given for nine homes to be built.

▼ Dundee

Crew for Darts

STRATHTAY Scottish has launched low-floor buses with conductors on its Dundee-Monifieth route.

The two Dart-based vehicles operate on a seven-and-a-half minute frequency and crew operation improves efficiency, says the Yorkshire Traction subsidiary's commercial manager, Sholto Thomas.

"With pay as you enter, the service degenerates to the speed of the least dexterous driver," he said. "Low-floor makes passenger loading even faster — it is certainly the way to go for the future."

▼ Hampshire

EC grant award

HAMPSHIRE County Council has won EC money to undertake a joint public transport venture with Moldovan capital Chisinau.

The county surveyors department is to put its recently-acquired expertise into use advising the local government on its transport problems as it develops its market economy.

The hope is that Hampshire businesses will have new opportunities in the country.

▼ Cleveland

Driver hijacked

A BUS driver was forced to take his vehicle to Scotland after being hijacked by a man in his 30s.

The Cleveland Transit bus was finishing its night run when a bearded man wearing glasses flagged it down and demanded to be driven north. It was south of Edinburgh at Granthouse on the A1 when it ran out of fuel and the hijacker ran off.

The driver was left in a distressed state, say police, who are appealing for any information about the incident.

▼ Coach and Bus

School schemes for Sussex

WEST Sussex County Council has launched a low-fare school bus system for every pupil at two schools in Bognor.

The experiment has the backing of the Department of Transport, and is designed to reduce car-to-school transport from its current level of 30 per cent. Services are being provided by Stagecoach on an agreed subsidy which effectively offers children quarter-price fares.

The county council has also invested in a further four Blue Bird American school buses, bringing its fleet of dedicated Blue Birds to 12, and is running them on a variety of work including its own tendered services, for which it bids in competition with local operators.

Blue Birds are to become school vehicles for Steyning Grammar School, where an encouraging 60 per cent of its 1,660 pupils travel to school by the county's bus services. Of the 12, eight are based at Chichester, three at Midhurst and one at Broadbridge Heath, Horsham. CBW

Stateside send off: Blue Bird's Mark Welden

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The CTA show used two halls at Blackpool, each packed with equipment for the accessible vehicle market

▼ Coach and Bus

Accent on accessibility

Aimed at local authorities, the Community Transport Association's Minibus and Accessible Transport Exhibition held at Blackpool had plenty to interest operators

by Mark Williams

FOR any operator getting a foothold in the accessible transport market, the Minibus and Accessible Transport Exhibition was a must.

Run by the Community Transport Association, the show packed an enormous number of vehicle manufacturers, converters and equipment suppliers into two halls at Blackpool's Norbreck Castle Hotel.

The resultant 'who's who' of the community transport industry was a showcase of quality products.

Among mainstream bus builders at the show were UVG and East Lancs, both with low-floor service buses in the outside exhibition area.

An experimental electric minibus, a new low-floor chassis-cowl design from air-suspension specialist TVAC, and a number of other, more familiar products sat alongside them.

Indoors, virtually every van converter had products on show, but the main event may have been the plethora of equipment suppliers whose innovative ideas are growing to meet the market.

■ See pages 15 & 16 for just a few of the more attractive products for the commercial operator.

CBW

UVG showed this LDV Bulldog, coachbuilt midi from the former Bedwas

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1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
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1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1991 H DAF SB2305 Van Hool Alizee 'DH', 51R Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH' 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51r/Toilet
1989 F DAF MB230LB Plaxton 3500 , 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340SL, 53R
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

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1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 G SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet
1989 F SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
1987 D DAF SB 230LB Duple 340, 53R
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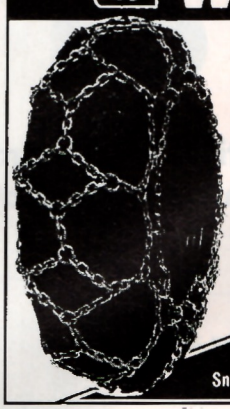

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▼ Coach and Bus

New wheelchair restraint system

Secure or release occupant in less than 30 seconds

by Mark Williams

SEAT tracking expert Unwin Safety Systems revealed an all-new wheelchair restraint which can be mastered in seconds, without removing the top-quality coach-type seat which forms its 'backbone'. The remarkable system was demonstrated for *CBW* at the CTA show by customer liaison officer Peter Knight, using director Robert Unwin as his model.

The entire procedure of securing or releasing the wheelchair occupant took less than 30 seconds. The restraint uses a combination of a three-point belt and two wheelchair retaining straps to secure the occupant.

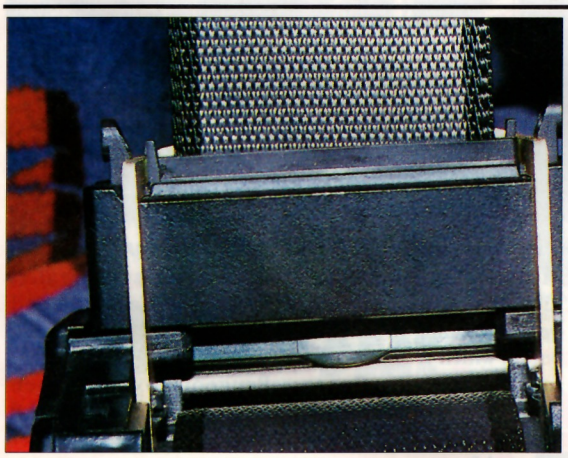
The process involves unclipping the seat belt, releasing the wheelchair retaining webbing with a simple footbar, unclipping two karibiners from the wheelchair frame, then folding the seat into its 'normal' position. The seat can then, if required, be moved along the Unwin tracking to a new position.

"The device is still in research and development," said Mr Knight. "We are expecting to get it into production in early Summer. At present, the entire system weighs 32 kilograms, but it will be a much lower weight in its production form."

As an alternative to the Easilok system, currently in use in hundreds of local authority vehicles, it offers the benefits of far easier operation. It will fit every wheelchair currently examined, including electric wheelchairs, and may prove the first acceptable wheelchair restraint for commercial operators.

For full details of Unwin products, contact CN Unwin Ltd on 01935 410920, fax 01935 410921.

Unwin's restraint reverts to a coach seat



Carstyle's Weblocker locks almost instantly

▼ Coach

Device 'prevents web slip'

A NEW device for inertia reel seatbelts is claimed to offer significantly increased safety.

The Allied Signal-made Weblocker, being sold by Carstyle Safety Products, prevents 'web slip' of belts — common to all current inertia reel designs.

In an impact, a combination of the reaction time of the inertia device and the 'slack' in the spooled webbing allows passengers around a foot of forward movement before they are restrained.

The Weblocker — a tiny device fitted to the inertia reel — locks almost instantly, preventing the seat occupant from gaining momentum before hitting the belt. In tightly-seated vehicles, it could feasibly prevent the occupant's head or body from reaching the seat in front.

Full details from Carstyle, on 01234 352243, fax 01234 354298.

▼ Coach

'Seatbelts shortfall looms'

SECURON'S md Victor Adams has warned operators of a shortfall of seatbelts as the deadline for school bus fitment approaches.

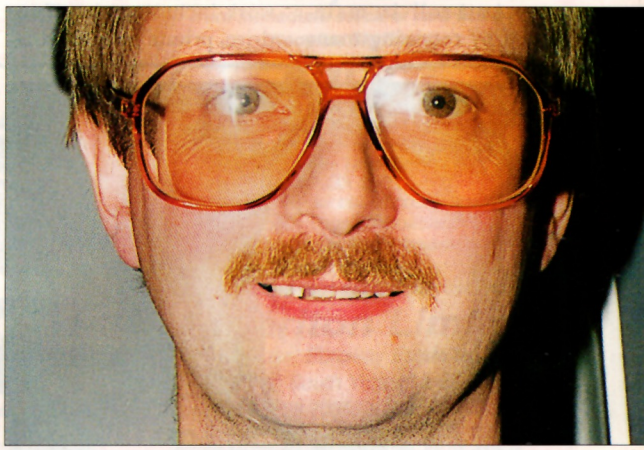
"Four years ago, I calculated that around 2.8 million coach and minibus seats would require seatbelts," said Mr Adams.

"That figure may have been reduced by new vehicles displacing older ones, but I am quite certain that a significant number remain unbelted.

"Though we have tried to boost stocks at the major suppliers, there are limits to the number they will hold.

"My fear is that a large number of post-1988 coaches not yet fitted will be useless on 11 February, when the regulation takes effect."

His views were backed by Carstyle's md David Lamb, whose calculations suggest that less than 30 per cent of eligible vehicles have been fitted with belts. CBW



Adams: 'a significant number are unbelted'

Serena-based vehicle may be affordable

▼ Coach

Sharan has looks to turn the heads

But Brotherwood's converted VW costs £25,000

by Mark Williams

ONE of the most attractive wheelchair-accessible vehicles at the CTA show was Brotherwood's converted Volkswagen Sharan.

Extensive work was involved cutting out the floorpan's centre section and adding roof height with steel-braced GRP. The tailgate access is complemented by a simple stow-away ramp which, when closed, gives no clue to the vehicle's accessibility.

With five seats, including the wheelchair occupant, the luxury vehicle may have applications as a chauffeur car or feeder for luxury tours, or for disabled airport transfers. However, at around £25,000, it has the disadvantage of being a high-priced, dedicated vehicle.

An alternative could be Brotherwood's Nissan Serena, with up to six seats including a single wheelchair. Again, extensive — but approved — work to the floorpan results in a sunken centre aisle which affords the wheelchair user a better view and more comfortable ride. At around £18,000 depending on specification, the Serena could be a more viable vehicle.

For full details of Brotherwood's wheelchair-converted vehicles, contact the firm on 01935 872063, fax 01935 872853.

▼ Coach

Air suspension

HAMPSHIRE minibus operator AMK chose the CTA show to launch a patented, retro-fit air suspension system for minibuses.

The neat system, which uses existing suspension mounting points, requires no chassis cutting or major changes to floor pan.

Yet it allows operators to achieve better ride quality and a 'kneeling' suspension with around a foot of travel on models ranging from Ducato to Renault Master.

Anti-roll is maintained by retaining many of the major suspension components.

It was devised by AMK in its conversion facility — itself a result of company chairman Kevin Moger's dissatisfaction with existing van conversions. The air suspension bags are the latest Firestone units, and he claims the Glide-Rite system to be the simplest and most effective on the market.

AMK's advantage over other manufacturers is its closeness to the market; it runs 47 of its own vehicles on a mixture of work including chauffeur drive, private hire, schools, and the only commercial dial-a-ride service in Hampshire: "The conversion facility came about during that awful period in the late eighties when builder after builder went bust," Mr Moger told *CBW*.

"I couldn't get the vehicles I wanted, so we set about building our own. In developing the Glide-Rite air suspension system, we were aiming to devise a system which is very easy to fit. It should take five to six hours. Manufacturers' warranties are not affected."

AMK expects Glide-Rite, at around £1,900 fitted, to be available on Renault Master, Trafic, Extra, VW Caravelle and T4 by January, with development on Fiat Ducato, Peugeot Boxer, Citroen Relay, Ford Transit and Mercedes Sprinter under way.

Contact Kevin Moger on 01428 751675, fax 01428 751677.

AMK's Master conversion is re-styled, with its patented air suspension

▼ Coach and Bus

Looking Sprytely

EAST Lancs chose the CTA show to put its low-floor Spryte (right) on display. The Rossendale Transport vehicle attracted almost as much attention as shadow transport minister Glenda Jackson (left), who opened the show with praise for the CTA's achievements. CBW

SJ CARLTON

SECOND TO NONE

SJ SUPERDEAL

Volvo B10M Mk III Van Hool Alizee, 1991, 273 bhp, ZF HP5000 automatic gearbox, internal retarder, ABS, road speed governor, variable top speed limiter, autolube, ferry lift, kneel facility, plug entrance door, centre continental door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen driver's seat, courier seat, crew compartment, 49 reclining seats, lap belts, brown/orange moquette, mid section servery/fridge, toilet, Radiomobile radio/PA system, 2 roof air vents, forced air ventilation. Choice of 10 brown/orange, repainted white 2 pack. Variable MoTs.

SJ SUPERDEAL

Leyland Tiger L10, 1989, Alexander service bus bodies, Cummins L10 ZF automatic, 55 seats & 24 standees, painted white. MoT 30.08.97.

SJ SUPERDEAL

1991 (H) Ford Asquith, 16 seats, 5 speed gearbox, radio/PA/cassette, MoT April 1997.

SJ SUPERDEAL

1986 Scania K112 Plaxton [illegible] 10 speed splitter gearbox, 55 reclining seats, power door, radio/PA, MoT March 1997

SOLD

SJ SUPERDEAL

SOLD

Volvo B10M Van Hool Alizee Super High, 1989, 45 reclining seats, plus courier seat, GS 7 speed gearbox, double glazed, centre continental door, centre sunken toilet, Telma, Webasto, power door, radio/PA system, TV, drinks, fridge, executive kitchen, curtains, livery white/red. MoT 06.03.97

SJ SUPERDEAL

LEYLAND TIGER 245 [illegible] semi automatic 5 speed gearbox, 49 seats, [illegible] continental door, auxiliary heater, power door, toilet, radio/pa/cassette, blue curtains,livery white. MoT 20-7-97

SOLD

SJ SUPERDEAL

1984 Volvo B10M Plaxton 3500, 49 reclining seats, 6 speed ZF gearbox, rear toilet, TV/video, drinks machine, rear continental door, curtains, MoT July 97.

SJ SUPERDEAL

DAF Van Hool LD SB2300, 1990, ZF 6 speed splitter gearbox, 49 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio/ PA/cassette, interior brown/orange, repainted white. NewMoT

SJ SUPERDEAL

Man Van Hool Astron, 1983, 57 reclining seats, new graffiti moquette, twin deck videos, hot drinks machine, fridge, toilet, 3 driver's bunks. MoT 31.01.97

SJ SUPERDEAL

Volvo B12R Jonckheere, 1994 71 reclining seats with seat belts, double glazed, continental door, Telma, auxiliary heater, air conditioning, power door, toilet, radio/pa/cassette, TV/video, drinks, fridge, alloy wheels, fully carpeted.
MoT 06.08.97

SJ SUPERDEAL

1993 DAF MB230 Auto Van Hool Alizee body, 57 rec seats, curtain, rear continental door.

SJ SUPERDEAL

1993 DAF SB3000 Auto Van Hool Alizee body, 51 rec seats, toilet washroom, hot water boiler, curtains, centre continental door, choice of 2, 1 with TV/video.

SJ SUPERDEAL

Dennis 290 GX Plaxton Premiere, 1993, 49 reclining seats,courier seat, ZF 6 speed gearbox, toilet, fridge, servery, air conditioning, double glazing, fold down tables, lap type seat belts, curtains, seat back nets, aircraft lockers, 3 x TV monitors. MoT 11.04.97

SJ SUPERDEAL

Setra Tornado 215 HD 1992, Man engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, centre sunken toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA cassette system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white. MoT 06.12.96.

SJ SUPERDEAL

Toyota Caetano Optimo II, 1990, 18 seats plus courier, manual gearbox, power door, radio/PA/ cassette, livery white, maroon seats, red curtains. New MoT.

SJ UPDATE

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▼ Europe

SeaFrance sails into batt

Sea wars: SeaFrance claims merger makes mockery of regulation process

P&O/Stena deal

by William Golden

THE ferry battle in the Channel has intensified with SeaFrance announcing it is to take legal action to challenge the proposed merger between P&O European Ferries and Stena Line.

Didier Bonnet, the president of SeaFrance, said the merger was against the interest of the consumer and SeaFrance would oppose it "by all means possible."

P&O and Stena Line are combining operations on the key routes between Dover and Calais, Newhaven and Dieppe, and Dover and Zeebrugge. Ferry services will be operated by a new company, P&O Stena Line.

The merger has to be approved by the Office of Fair Trading (OFT) and M Bonnet wants the OFT to refer it to the Monopolies and Mergers Commission because, he claims, it is being "rushed through

▼ Europe

Spirited bargains

LITRES of whisky and gin for £5.99 are among the special offers from Stena Line as the ferry operator launches its pre-Christmas duty-free sale on the cross-Channel routes.

Prices of 24 cans of Holsten Export lager have been cut to £6.99 - under 30p a can - and 200 John Player Special King Size have been reduced to £8.99, a saving of £17 on High Street prices.

Stena Line is also extending its sale to other products such as Timberland clothing, perfumes and computer games.

Special duty-free deals are also being offered on the Irish Sea routes between Holyhead and Dun Laoghaire and Fishguard and Rosslare. They include litres of Jameson Irish Whiskey for £7.99.

The sale started this week and runs to 31 December.

▼ UK

Virginia's reel launches guide

HERITAGE Secretary Virginia Bottomley made a whirlwind visit to Southport to officially launch the resort's 1997 holiday guide. Mrs Bottomley is pictured on Southport's famous carousel - on the Pier Forecourt - launching the brochure with Phil King, Sefton Council's tourism chief. Joining them is Matthew Banks, Southport's MP.

Mr King said: "Mrs Bottomley was extremely pleased to receive a copy of the brochure and encouraged to see the enthusiasm that Southport has about its future."

▼ UK

Guild money-back guarantee

MEMBERS of the Guild of British Coach Operators are offering a money-back guarantee in the event of any journey being delayed by mechanical defect for more than one hour.

It is one of a number of guarantees in a charter of excellence from the guild, which has 24 members dedicated to providing a first-class service.

From now on, customers who hire a coach will not be charged for the full-day's hire if the delay is longer than an hour. The guarantee does not apply to delays caused by tyre problems.

Peter Rodgers, the guild's administrator, said: "The money-back guarantee is a novel idea and is part of our continued effort to maintain and improve the quality of coaching."

Other guarantees include concise terms of hire in writing; 24-hour emergency back-up; acknowledgement of any complaint within five working days; and an aim of resolving any complaint within 21 days of it being made.

Members of the guild were spreading the word about the new guarantee at the World Travel Market last week. Mr Rodgers said: "A lot of good business was done there.

"It may not be the perfect forum but it still remains the only place where we can get our message across to such a wide market."

le over merger

'rushed through'

with indecent haste." He said: "It is imperative that there is a proper period of full public consideration. Currently, the companies plan to finalise a proposed merger by the end of November.

"This will not allow for all the implications to be fully considered, especially since the details of the proposal remain shrouded in secrecy.

"It would appear this is being rushed through with undue haste, in order to gain agreement as a fait accompli. It makes a mockery of the consultation and regulation process. The industry and the consumer should be allowed to have their say before it is too late.

"Ferry routes remain and important part of the UK and European transport infrastructure and the anti-competitive elements of the proposal need to be studied very carefully."

M Bonnet added that his company was determined not to let the merger proceed without ensuring that the proposal was taken to the highest level of authority for appraisal. He said it was determined to continue to champion the interests of the consumers.

SeaFrance is lobbying MPs and consumer and other relevant organisations for support on a referral.

If the merger is approved without one, the company has pledged to take the battle to Europe.

It's a gift: Ken and Margaret Shreeve, of Belle Coaches in Suffolk, with Francesca Wagstaff at the Walsall Leather Museum

▼ UK

Black and light

OPERATORS saw the light about tour opportunities in the Black Country on a familiarisation weekend timed to coincide with the Walsall Illuminations.

The visit was specifically designed to show operators from outside the Midlands the variety of attractions the area has to offer. They also were able to learn about special group itineraries, including the Leather and Lights package.

The group visited Walsall's working Leather Museum, Dudley's Black Country Museum, Cadbury World and the Lock Museum, in Willenhall.

The highlight of the weekend was a visit to Walsall Illuminations, which have grown in popularity over the years and now attract groups from across the country. Alison Maxam, tourism and marketing manager for Walsall Council, said: "The operators were pleasantly surprised at the amount this area has to offer and particularly enjoyed the illuminations, which they felt had very broad appeal.

"It was interesting to see how impressed our Blackpool coach operator was with them.

"We were delighted to receive such a positive response from customers outside the Midlands. One operator returned with a group before the end of this year's event and we are now taking bookings for next year."

The 1997 Walsall Illuminations will take place from 13 September to 26 October.

Operators wanting more information should call 01922 653141.

CBW

▼ UK

Ice time for shoppers

GROUPS planning shoppi to Manchester should have time when the city ope country's first public outdc rink on Monday, 25 Novemb

The rink will be outside the Town Hall, in Albert Square, and will be part of a themed fairytale setting for Christmas.

It will be open daily from 10am to 10pm. Manchester's festive lights were switched on last week and the majority of shops will be open late in the run-up to Christmas.

Diane Lomax, director of tourism or the Marketing Manchester isitor and Convention ureau, said: "Manchester conues to live up to its title of urism City of the Year and I lelighted that visitors and ers will be given the opportuity to experience Britain's first outdoor, real ice rink. This is a unique leisure attraction that will appeal to people of all ages, in keeping with the spirit of Christmas."

● Dale Winton, the host of *Supermarket Sweep* and *Pets Win Prizes*, pulled the switch in Leeds and turned on the city's Christmas lights.

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	9C/49F	Madrid	9C/48F
Athens	19C/66F	Oslo	1F/34F
Berlin	7C/45F	Paris	9C/48F
Brussels	9C/48F	Rome	21C/70F
Dublin	7C/45F	Stockholm	1C/34F
Lisbon	14C/57F	Vienna	17C/63F
Luxembourg	6C/43F	Zurich	7/45F

DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.56	Luxembourg	0.43
Belgium	0.56	Netherlands	0.55
Eire	0.54	Norway	0.72
France	0.52	Portugal	0.46
Germany	0.50	Spain	0.48
Greece	0.42	Sweden	0.65
Italy	0.61	Switzerland	0.64

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	16.96 Sch/£	Italy	2,453 Lire/£
Belgium	49.63 BFr/£	Netherlands	2.70 Gld/£
Denmark	9.30 K/£	Norway	10.16 NKr/£
Eire	0.96 Punt/£	Portugal	245.30 Es/£
France	8.13 F/£	Spain	203 Pta/£
Germany	2.41 DM/£	Sweden	10.77SKr/£
Greece	384 D/£	Switzerland	2.02 SFr/£

▼ Court

Driver sprayed CS gas

A BUS driver, who sprayed CS gas into the face of a woman passenger after she had punched him, has been acquitted of charges of assault and affray.

Garry Burrell, of Dunster Avenue, Brinnington, Stockport, Cheshire, had denied the charges at Manchester Crown Court. He pleaded guilty to possessing a prohibited weapon and was given a conditional discharge for 12 months.

The court was told Mr Burrell had no change when the woman tried to pay her fare with a ten-pound note. A heated argument developed and the woman struck Mr Burrell in the face. He defended himself by spraying her in the face with CS gas. Other passengers sympathised with Mr Burrell's predicament.

Police were called but the woman's identity proved to be false and she had since disappeared.

Defending, Mark Monaghan said Mr Burrell had been a bus driver for four years and was regularly subjected to criminal behaviour while driving in the Moss Side area of Manchester. Mr Burrell had bought the CS gas canister from a taxi driver for his own defence without realising it was a prohibited weapon.

Judge Simon Fawcus said it was clear there was a degree of local public sympathy for Mr Burrell but, with the benefit of hindsight, he no doubt realised he had over reacted.

▼ Maintenance

O-licence, but...

THOUGH granting a new national two-vehicle O-licence at a Cambridge inquiry to Alma McKenna, of 39 Kimbolton Road, Bedford, Eastern traffic commissioner Brigadier Compton Boyd has told the VI to review maintenance in six months.

▼ Maintenance

Authorisation cut by one

VISION International Travel Ltd's international O-licence authorisation has been cut from six vehicles to five because of maintenance problems by Eastern traffic commissioner Brigadier Compton Boyd.

The company, of 82 Wherstead Road, Ipswich, Suffolk, appeared at a Cambridge disciplinary inquiry. The commissioner was told problems had arisen when the company's principal director and its transport manager were away from the business due to ill health. They were now fully fit and the situation had been put right.

▼ Drivers' Hours

Top Dec

Charts inspection

APPARENT breaches of the drivers' hours and tachograph regulations led to Top Deck Travel Group Ltd being called before South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner at an Eastbourne disciplinary inquiry.

DoT traffic examiner John Fowler said he had obtained tachograph charts covering a two-month period from the company, of Top Deck House, 131-135 Earls Court Road, London.

An examination of those charts revealed a total of 101 breaches of the drivers' hours and tachograph rules by the company's drivers, including apparent instances of insufficient daily rest and driving for 4 1/2 hours without taking the required amount of break. Questioned by Jonathan Lawton, for the company, Mr Fowler agreed the number of apparent breaches would be reduced if the Vehicle Inspectorate's policy in

Top Deck Travel: 'drivers

▼ Maintenance

Coach operator 'took ri

COACH operator Nazir Hussain, said by North Eastern deputy traffic commissioner Mark Hinchliffe to have taken risks with public safety, has had his O-licence suspended for two months. In addition, the deputy commissioner has cut the licence vehicle authorisation from three to two.

Mr Hussain, trading as Concord Coaches, of 53 Bradford Road, Cleckheaton, West Yorkshire, appeared at a Leeds disciplinary inquiry. The duration of Mr Hussain's licence was cut when he appeared at a previous public inquiry in December 1995 because of his unsatisfactory maintenance record, though the authorisation was increased from two to three vehicles in the light of the assurances he gave at the time.

Mr Hinchliffe said the fact two immediate prohibition notices issued in September 1995 had been considered at the previous public inquiry did not "wipe the slate clean" and he would still have to take them into account.

DoT vehicle examiner Mark Millard said he carried out a maintenance investigation in July, inspecting three vehicles and issuing one defect notice. The condition of the vehicles was not fully satisfactory and the condition of the vehicle given the defect notice had been bordering on justifying the issue of a prohibition notice.

If the fractured seat frame on a rear seat that led to the issue of the defect notice had been on any other seat it would have resulted in an immediate prohibition. Inspection records had not been kept for 15 months. Only two inspection sheets could be produced for each of the vehicles.

There was a gap of four months between inspections of one vehicle and nine weeks in relation to a second, when undertakings had been given the vehicles would be inspected every eight weeks. The maintenance of the vehicles was being contracted out, Mr Hussain employing no maintenance staff of his own.

Though there had been some improvement, particularly in vehicle condition, since his previous visit in September 1995, the situation was still not wholly satisfactory despite the advice given and a number of warning letters, said Mr Millard. He considered Mr Hussain had been let down by his drivers in not reporting the defect to the seat.

He considered Mr Hussain had been let down by his drivers in not reporting the defect

Questioned by transport consultant Geoffrey Littlewood, Mr Millard agreed the damage to the seat frame was not clearly visible, being to some extent hidden by the rear doors. Mr Littlewood said the vehicles were kept at Spen Lane, a separate location from the office where the records were kept. Mr Hussain had been out of the country at the time of the vehicle examiner's visit. Mr Jobling, who had told the vehicle examiner he was the firm's manager, was, in fact, only a driver and was unaware the records were kept elsewhere.

Mr Hussain said he had taken disciplinary action against the driver of the vehicle found to have a defective seat, giving him a verbal warning. A driver's daily written defect reporting system, including nil reports, had been in operation since advice received from Mr Millard in September 1995. Inspection records were kept for two years. He employed a part-time mechanic and had done so at the time of the vehicle examiner's visit.

Asked why, if the inspection records were kept at the office, two inspection sheets were produced to the vehicle examiner for each vehicle, Mr Hussain said the reason was the vehicles had recently been inspected. Mr Hinchliffe pointed out the vehicle examiner had vis-

k tacho allegations

revealed total of 101 breaches of drivers' hours rules says examiner

by Michael Jewell

regard to which offences would be suitable for prosecution was applied.

He agreed that one driver, said to have committed a number of breaches, had written on the back of the tachograph charts that the tachograph was defective, which was exactly what the law required. He also agreed that another driver, said to have exceeded 4 1/2 hours driving without a 45-minute break, had two statutory breaks of at least 15 minutes and two other breaks of 14 minutes that did not count.

taken out for around seven days training including keeping tacho records'

Mr Lawton said that, since a previous public inquiry in June 1994, when its licence was renewed for a six-month probationary period after convictions for drivers' hours and tachograph offences, the company had done everything reasonably possible to prevent its drivers from breaching the drivers' hours and tachograph rules.

Brigadier Turner said it was the company's responsibility to show it had taken all reasonable steps to ensure no offences were committed but Mr Lawton said that, if that was right, any company would lose its licence if any of its drivers committed an offence.

The company had done everything it could possibly be asked to do. Drivers were taken out in coaches for around seven days training during which they were taught how to properly keep tachograph records, before going out on tour.

In reply to Mr Lawton, Mr Fowler agreed that was not something many operators would do. He also agreed that, when drivers were abroad on 60-day tours, it was more sensible for them to keep the tachograph charts with them rather than to try to return them to the company by post.

Adjourning the hearing until a date to be fixed, Brigadier Turner said that, before continuing, he would want to know how many breaches there would have been if the VI's discretionary policy in relation to prosecutions had been applied.

sks with public safety'

ited in July and the records for one vehicle were dated January and May, for the second vehicle, March and May, and for the third, May and July.

Asked why there was a gap of three months between safety inspections for one vehicle, Mr Hussain said the vehicle concerned had been off the road for a couple of months for a respray. Agreeing that vehicle had then gone 3 1/2 months before its next safety inspection, Mr Hussain said that was when the re-lettering and signing was done.

Mr Littlewood conceded there was no valid explanation why inspection periods had become considerably extended to, on occasions, around three months.

Commenting on the fact mileages had not been entered on a number of inspection records, Mr Hinchliffe said that, even as late as this October, Mr Hussain was not ensuring his documentation was in shape, despite being aware of the present public inquiry.

Mr Hinchliffe said that, despite assurances given last December, Mr Hussain had failed to report his conviction on a series of offences by the Huddersfield Magistrates in April of this year.

Mr Littlewood said part of the problem facing the coaching industry today was that operators could have CPC holders who were not involved in the operation of the business day to day. Mr Hussain had not been fully conversant with his responsibilities and had received insufficient guidance from his CPC holder about the running of his business.

A man of Mr Hussain's experience ought to have known better, said Mr Hinchliffe

Since September, all the vehicles had passed fresh MoTs and the maintenance contractor was to be changed to the Mercedes agents in the area. The CPC holder was to be replaced, with the former Yorkshire Woollen District chief engineer taking over that role.

The administration of the business was to become more centralised and would be under the control of Sue Spence, who had been appointed transport manager, having previously been the firm's general secretary.

Mr Hussain would visit the firm's premises every week for the next six months to see the situation remained under control. The availability of a further £10,000 to the business over and above the current overdraft facility had been guaranteed.

Suspending the licence from midnight on 15 December for two months and cutting the authorisation, Mr Hinchliffe said he did so to mark his displeasure at the risks Mr Hussain had taken with safety. It was very disappointing Mr Hussain should be called to another public inquiry when less than a year ago he had appeared before the traffic commissioner, Keith Waterworth, when concerns about maintenance were explored.

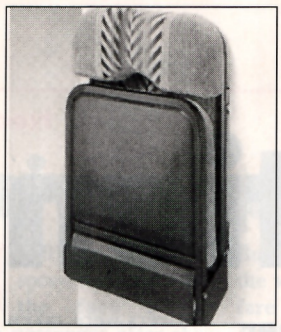
He concluded that Mr Hussain had virtually ignored what was said then and had failed to honour the promises he had made.

If there had not now been a number of positive factors to which he gave significant weight, he would have revoked the licence. He noted the willingness, though belated, of Mr Hussain to take advice

A man of Mr Hussain's experience ought to have known better, said Mr Hinchliffe. Mr Hussain had adopted a cavalier attitude to his obligations to the public.

He was appalled by the situation in regard to the maintenance records and by the picture those records painted. Mr Hinchliffe said he would want to see that Mr Hussain could maintain two vehicles properly for at least six months before he would consider any increase

CBW



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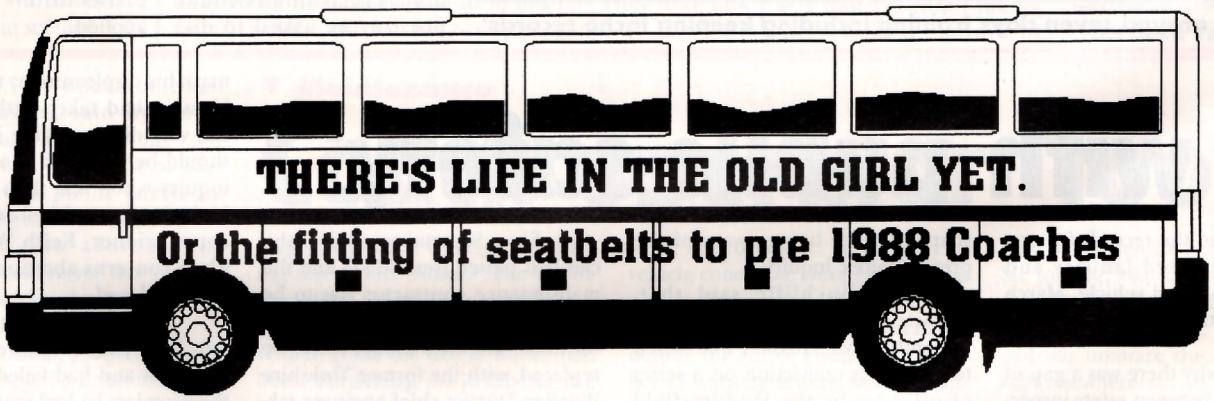

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Shout record from rooftops

DESPITE the restraining hand of CPT, BUSK has been successful in making the industry suffer from complicated and costly legislation which gives no proven safety benefit to passengers.

The seatbelt legislation will be with us for ever more and, as I demonstrated recently in the article about school contract costing, it is destined to change the size of the industry and thus the fortunes of operators.

While I do believe that the enforced scrapping of a large number of coaches may well give a long-term benefit to those who are able to stay in the industry, the BUSK episode does demonstrate that the ripple effect of the activities of a pressure group can be worryingly wide.

As a body of men and women, PSV drivers deserve more praise than they usually get for their part in achieving an almost unbelievably low level of serious accidents (compared with other modes of transport) and, indeed, a remarkably low level of damage to vehicles — given the size of a PSV and the prevailing road and traffic conditions. Although we sometimes tend to take all of this for granted, PSV drivers are, I believe, very conscious of the precious cargo they carry and the vulnerability of huge slabs of glass and bodywork to expensive damage.

In contrast, the haulage industry suffers an image problem. This may well be because its drivers do not have to concern themselves for the safety of the load from accidents in the way that our drivers do and there is little risk of imposing battle scars on a lorry. There are also a great many more lorries on the roads than PSVs and consequently more fatalities and serious injuries caused by HGVs than coaches and buses.

This has resulted in the formation of an organisation named BRAKE, who are very successful in their lobbying to improve HGV safety. We should, however, be watching very carefully what they are doing and seeking to have some input and control. They are, for example, making a presentation to members of both Houses of Parliament this week on 'People Skills in the Commercial Vehicle Industry'. Among several points they will be addressing are these: vocational driving instructors are not trained or registered by statute; driving tests are inadequate; there is no statutory qualification for mechanics; drivers and mechanics are not adequately trained, assessed and monitored by some employers; and driving hours regulations are seen as too long, too complicated and too easily evaded.

While I do have some considerably empathy with most of these points and I do believe that most accidents are caused by human error, there is certainly a cost implication for the transport industries if BRAKE pressure (pun or no pun) results in legislation. But one of the issues stands head and shoulders above the rest in not just the cost implication but the very sufficiency of drivers: the BRAKE stance on driving hours.

Let me digress but a little to explain that the patron of BRAKE and chair of BRAKE's All-party Parliamentary Group is Gwyneth Dunwoody MP — a lady much given to asking questions in Parliament on road transport-related matters. Recently in the House she asked when the Government planned to harmonise the domestic driving hours limits with the EU rules. The minister, John Bowis, did not say "Never", nor did he say "The Government has no such plans." There appears to be great significance in what he did reply: "It is too early to say." This seems strongly suggestive that having a single set of driving hours rules (ie, the more restrictive EU ones) is at least in the frame for consideration.

Don't be short-changed on the UK domestic driving rules

There are two other straws blowing in the wind that also point in this direction. Firstly the, as yet unresolved, legal battle on the linking of more than one registered service of less than 50 km in route length and thus out of scope of the EU rules. In simplified terms it is about whether one such journey from A to B which runs straight on to another such journey from B to C can be regarded as two separate routes and journeys which are out of scope, or whether the fact that a passenger can make a through journey brings it within scope of the more restrictive EU hours rules.

An unfavourable decision — which is a distinct possibility — opens the door to more legal challenges. In driving hours terms there is no perceptible difference between driving from A to B to C, and turning round at B to come back to A. The same applies to circular services — they link together and passengers can make through journeys across the theoretical terminal point. Thus the ultimate effect of an adverse decision could be to effectively negate the under-50 km domestic exemption.

The second straw, which I believe is blowing around corridors in Marsham Street (as well as implicit in the BRAKE view quoted above) is that driving on mixed domestic and EU work creates complications for drivers and enforcement bodies in knowing which rules to apply.

While that may have a bit of truth in it, it is a matter that can be dealt with by training and explanation. The fact is that it applies to only a small percentage of PSV drivers (there is no haulage equivalent). We must urgently dispel this myth with the statistics: that the vast majority of PSV drivers work all the time on scheduled services which are wholly covered by the simple domestic rules. Apart from the mayhem caused by an unbelievable shortage of drivers, a shift to apply EU rules to all PSV driving would move the majority of drivers in the industry from a system which is simple to understand and monitor over to the greater complications and variation permutations of the EU hours rules.

Nor should it be forgotten that the EU hours rules have this inbuilt flexibility to cope with the demands of unscheduled and irregular work. This flexibility is not needed for, or appropriate to, regular service and contract operation.

This fact is evidenced by the EU rules themselves in their exemption of such journeys. (In passing, readers may well wonder how EU rules which specifically exempt certain domestic journeys from their scope can be made to apply to such domestic journeys! I am sure that, if pressurised enough, legislators can find a way round that little problem).

Although BRAKE is primarily concerned with lorry safety, be under no illusions: its campaign is equally applicable to PSVs. If we sit on our hands and do nothing, pretending that it does not concern us, we will suddenly awake and discover, too late, that we have been tarred with the same brush as the haulage industry and will be made to suffer for its sins. Our record on safety is exemplary. We should not hesitate to stand up and say so, as loudly and for as long as it takes to avoid the imposition of inappropriate legislation being foisted on us through the activities of pressure groups. CBW

LETTER OF THE WEEK

The industry has had its say on the major issues of the day but this week we print the views from the other side of the fence

Think yourselves lucky — or you'll really have problems

From Alan Sledmore

Responding to recent letters in respect of the Vehicle Inspectorate being over zealous, moreover, the bad relationship which now exists, I can remember a time not too long ago when it was unheard of for large companies to be broughy to book by the commissioners. Those days have sadly passed. We now have the obsessive cost cutting and downsizing programmes to deal with. This has led to make-do-and-mend maintenance. No longer does the defective vehicle stay off the road. If a driver refuses to drive it, they just find someone else.

Standby vehicles, like standby drivers, are now considered surplus to requirements. Any operator who thinks our industry is playing by the rules is living in cloud-cuckoo-land.

I receive on a regular basis real horror stories. Operators who deal in domestic and EC work must think you can work under one set of rules then wipe the slate clean and work under the other set. So think yourselves lucky — if the inspectorate really starts to get stroppy and check up on driving records, you really will have problems.

There is not one rule in the book that is not stretched to the limit. *The Working Time Directive will shortly become law and, hopefully, so will the long overdue Transport Directive, which should see an end to the British Domestic Regulations which have been and still are a means of making drivers work long hours for poor pay in this industry.*

Motivation is at an all-time low. I have noticed no rush to seek accreditation to a quality or environmental management scheme. Moreover, if operators really want to know who is to blame for their plight, all they have to do is look in the mirror.

I was intrigued by the letter from Kenneth Scott in respect of bus seating. I could not agree with him more, bus seating is, to quote some jargon, an example of the Best Available Technique Not Entailing Excessive Cost (BATNEEC). However, the chickens are coming home to roost. I believe compensation claims for musculo-skeletal disorders caused by bad driver seating on buses will escalate beyond all proportions.

LGV and coach seating is far superior to that on buses and, moreover, the drivers operating domestic regulated services usually spend longer hours at the wheel. The present working practices mean getting every minute out of employees without making any risk assessment of the long-term medical problems caused by stress and poor conditions.

It really says it all when you read letters from coach and bus companies that are signed "name and address supplied". As far as I am concerned letters that the writers have not the guts or principle to put their name to should go straight in the bin where they belong. Or is it they see some kind of an inverted vision where they will become subject to the kind of bullying they themselves have administered to their employees over the last 12 years?

Alan Sledmore
Lancaster and Morecambe TUC
Health and safety co-ordinator
Lancaster

■ See Marksman, page 23 — Ed

Write to: The Editor
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Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@automotive.emap.co.uk

Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number

CORGI CLASSICS

Letter of the week wins a Corgi Classics model bus

Dereg is a disaster

From David Wayman

We have had bus service deregulation for 10 years this month. Recent reports and comments in my local newspaper about unroadworthy buses and threats to withdraw services only seem to endorse the view that deregulation isn't working.

Nor can it be expected to work in the sense of providing an essential service that affects not only individuals and communities but the national economy and the environment, too. It has not arrested the long-term fall in passenger journeys save in some isolated and localised cases expressly promoted, it has not provided adequate services at all times they are needed, it has not prevented irresponsible use of resources and increases in pollution and congestion by unnecessary over-provision where the pickings promised to be rich, it has not generally reduced the cost of bus travel or made it more comfortable and convenient, and why? The answer is because its legislative structure is fundamentally flawed.

It is flawed because, in the words of the secretary of state who was its 'architect' (intentional pun there), running a bus service should be no different from running a sweet shop. And, taking the analogy further, the service providers had to compete in the market as free-standing and self-supporting entities or go out of business.

The Transport Act, 1985 (which took effect on 26 October 1986), was shaped in such a way as to set up this kind of provision. There was nothing in the Act to provide for stability or integration or reliability, all of which are, I consider, essential elements in any public service. And, if competition was meant to provide these ingredients, it is significant that, 10 years later, history has shown that, in most instances, they exist in inverse proportion to the level of competition. If it was meant to produce safer travel or higher quality, why has is so signally failed to lower the national bus age profile and why do some operators seem to cut corners on maintenance and repairs? Why has it lowered the status of bus travel? Why are buses so often part of the congestion and pollution problem instead of the answer to it?

It seems clear that the Secretary of State in question was badly advised but only because that was what he wanted. This suited his purpose and enabled him to rush through an ill-conceived piece of legislation that has achieved little overall benefit to users and non users of bus services, to the amenities we use out of doors, to the air we breathe or to the national well being generally. If deregulation was a bus, the vehicle examiners would prohibit it from running.

David Wayman
Convener
Oldham Transport Users Forum
Oldham
Lancs

Snappy...

CONTENDER for this week's snappiest press release comes from the IRU's trucking officials . Take a deep breath: "Keep the discussion open as long as the approach is not clear as to the consideration to be given to external costs and benefits and their evaluation and hence the solutions to be found in economic, environmental, fiscal and social terms, was the call made by the IRU..."

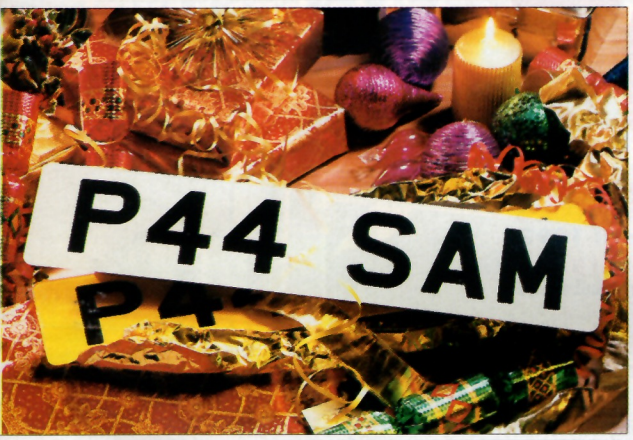
Match maker

CONSETT, County Durham, has relatively few claims to fame, aside from Phileas Fogg snacks and Ken Clarke's ghostly steelworks.

But Consett football club is hopeful of some giant-killing performances, having made its way to the first round of the FA Cup. The only trouble, since the steelworks closed, was attracting a crowd and paying for match travel.

So those big-hearted chaps at OK Travel in Gateshead chipped in with ultra-low hire rates for coaching: "Consett AFC are the giant-killers of the FA Cup," said OK general manager Martin Harris, tempting fate: "...so the more help they get, the bet-

On the ball: OK fleet engineer Gary Ridley, Consett captain Jeff Sugden, club member Brian Nicholson, along with OK driver Morris Oliver



DVLA presents on a plate

THE DVLA's profitable sideline in flogging off 'cherished' number plates is getting a bit of a marketing shove in the pre-Christmas period.

On a wittily titled press release 'Christmas G1 FTS with a personal touch,' the PR chaps have outlined how you can, for the trifling sum of £250 upwards, present the unguessable parcel to a loved one — "It's about two feet by four inches by half an inch... I can't IMAGINE what this is..."

Interesting words are not easy to create... it's appropriate ones that tax the mind. Perhaps the ideal plate for that Harley Davidson owner would be B1 KER, or for the woman who has everything (because she used your Visa card to get it) we suggest B1 TCH. On a similar note, one wag has suggested A55 OLE, and we've sent him on a spelling course. Angler in the family? F15 HER. Fat person? P1 GGY.

There really must be better ideas.

Best one gets a *CBW* mug.

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Exploring the options

Alf Moseley has picked up Marcopolo's first entry into the UK and tweaked it to remove the gremlins on early imports. Mike Morgan finds out how it measures up in the competitive lower end of the coach market

Aptly named: Explorer II is seeking out a market for Marcopolo coachwork in the UK

TWELVE months ago speculation swept through the industry as the shutters came off the windows at Alf Moseley's mothballed Shepshed site. John Dunn, director of nearby DSB Sales had suddenly left. In addition to used stock, DSB sold Dennis Javelins bodied by the world's largest coach builder, Marcopolo, from the GC Smith site at Long Whatton. What was to happen to the recently introduced coach and could we read anything into the coincidence of the two events?

Early in the new year we had the answer. Alf Moseley Continental is the trading name now proudly displayed over the impressive Shepshed premises and it has taken over where DSB left off with Marcopolo and Dennis. And Mr Dunn is behind the sales manager's desk.

But there's more to this move than a simple transplant from one side of Loughborough to the other — particularly in relation to the aptly-named Marcopolo Explorer-bodied Dennis Javelin coach which is the subject of this *CBW* road test.

First Explorers had landed on our shores from Portugal a year earlier. They represented DSB's second excursion with imported coachwork — the first having been the Mercedes-Benz engined Dubrava integral from the former-Yugoslavia — and its second bodywork on Javelin after having sold Plaxton Premiere 320s before that arrangement ended.

Test confirms Javelin reputation for economy

The Explorer — a budget-priced coach body on a British-built chassis with an established track record — represented a brave attempt to capitalise on DSB's two experiences.

However, it was an inauspicious landing. There were inevitable teething troubles. The price was right but the build quality lacking.

EXCLUSIVE FIRST TEST

But, as with any foreigner in a strange land, it needed to acclimatise and that process could best be achieved given the guiding hand of a seasoned campaigner.

Step forward one Alf Moseley who gives credibility to the claim that a year in the life of the coach industry is a very short period. He has an enviable past record adapting Continental coaches to the UK climate — and its industry's culture — and he focused this long experience on Brazilian Marcopolo's Portuguese factory.

Build

First offering from DSB was on low-driver chassis, introducing the distinctive Marcopolo ship's wheel logo at the base of a full-depth windscreen which curved gently and gracefully up to the full height of the 3.45-metre body.

Soft curves disguised the angles at every opportunity and a windowless back was even devoid of boot lid — the thinking being that access from the pavement was more desirable and the one-piece rear could disguise the otherwise bland styling through imaginative use of livery and sign writing.

It was nothing remarkable — except for a price tag close enough to the £100,000 threshold to woo the first buyers.

The driving position remains at 15 cm below standard, placing the driver in a sunken well. However, the Moseley magic has transformed the bodywork into Explorer II. Overall styling remains unchanged but attention to detail has translated the newcomer into a coach worthy of attention — albeit at a price which has crept up to £126,500.

A show Explorer at ExpoCoach 96 towered over other exhibits as it hovered obligingly over NEC Hall 3 courtesy of Somers Lifts. It signified the Explorer was ready to challenge all it surveyed and was confident enough to invite close inspection of the parts you wouldn't normally see on a manufacturer's stand.

Equal-height steps, and driver is in sunken well

Although visitors compared weld qualities on the steel framing, they were less inclined to mount the gantry and take a look inside. This was a pity because therein lie significant improvements.

Passenger impressions

Once lowered to the ground, tilt and weight tested, the 11,450 kg Explorer II was ready for this *CBW* road test.

Parked in the early-morning sunlight it was shown to advantage by the Alf Moseley metallic silver and blue livery style. If it had been waiting for a private hire party they could not have questioned its pedigree as they approached.

Metallic paint is just one of four extras on this test coach which boosts the price to £135,000.

For that money the customer gets the superior comfort of Fainsa's all-singing, all-dancing America seats, Jason water boiler next to the courier and a factory-fitted rear saloon toilet.

One left-hand grab rail helps passengers through the 80 cm plug door and up the four-step entrance — equal height 20 cm steps to start with, followed by a 17 cm step on to the intermediate area adjacent to the driver, who is correspondingly 17 cm lower. A final 24 cm step lifts the passenger into the level saloon gangway.

By this stage the full soft trim interior will be in full view. Every available surface is covered in grey cord, with generous portions of seat-matched Holdsworth moquette on racks, toilet and Continental doors, dash inserts and decency screens which, incidentally, have sufficient space underneath for passengers' feet.

The extra-cost America seats look the part and have adequate recline and headrest adjustment to ensure comfort. Gangway width is an adequate 35 cm and minimum seat pitch gives no less than 26 cm knee room. Fainsa Gaudi seats are standard and Vogels are a further option.

Deep screen and soft cu

The effect is a welcome that is tailor-made to the UK industry — changes from Explorer I inspired by Moseley.

A new swept-round dash was launched in November 1995 on the Water Babes vehicle for Coach Stop. It is plain and functional — very much in keeping with the rest of the coach, which incorporates other Moseley-inspired mods:

- Autosound-fitted Blaupunkt video-compatible audio
- Peage window
- Handy air valve in entrance to switch door to manual
- Smooth side profile with concealed locker hinges
- More robust locker gas rams
- Hinged wheel arches with gas ram
- Heated and adjustable exterior mirrors
- Integrated ventilation with smaller roof pod and three Sutrak motors incorporated in rack side casing on each side
- Useful driver binnacle with two open storage boxes below the signalling window

Noise from the leading edge of this slider became an issue because its drainage channel lifted the meter readings to 72 dB(A) when a level around 70 dB(A) would be expected. A similar level over the mid-mounted Cummins C-series pointed to the desirability of improved sound insulation.

ves: parked in the early morning sunlight the Explorer II was shown to advantage by the metallic silver and blue livery

During part of the test the plug door was also a source of wind noise, but investigation revealed that the problem was the result of using the handbrake interlock to close the door when moving away. Closing the door first and then releasing the handbrake ensured sufficient air-pressure to guarantee a firm fit.

Performance

While the Marcopolo body was the real target of this road test, it cannot be judged in isolation from the chassis upon which it is offered.

The Dennis Javelin has been bought by coach companies for around 10 years. Its basic concept remains unchanged yet regular component updates have kept it abreast of legislation without detracting from its main virtues — "strength without unnecessary weight."

Its reputation for low fuel consumption was yet again confirmed by this road test, which took the coach across the Yorkshire Wolds over the familiar *CBW* route to the east coast. Performance from the 240 bhp Euro I engine (all new vehicles are Euro II) was tested on Garrowby and Staxton Hills. The rough roads across the Wolds did not alarm the suspension and the south Yorkshire motorway triangle showed that 62.5 mph cruising was a piece of cake.

At the end of all that the driver isn't stressed, passengers unruffled and fuel consumption never worse than 11 mpg. However, the Javelin is less refined than some of its European competitors. The 8.3-litre engine has to be worked hard to gain the benefits of its available acceleration. Drop below 1,100 rpm and you get complaints from the transmission.

Push it beyond 1,600 rpm and it is fairly lively. However, ▶▶▶

Underfloor lockers combine with rear boot to give nine cubic metres

Rear Continental door is standard fitment

unless you push it to the red line and indulge in some very smart gearchanges with the very positive rod gearchange, the revs drop and the rate of acceleration slows.

Brakes on the Javelin are disc at the front, drums at the rear. Early Javelin tests exposed some judder and squeal — this vehicle was no exception after heavy braking and an emergency stop forced by an inconsiderate car driver who stopped without warning in the middle of the road in a 50 mph area.

On the plus side, the Javelin is famed for its ease of driving. Controls are light and well weighted, with the steering wheel adjustment ensuring comfortable use of the very positive steering.

Verdict

For operators in the market for a budget-priced coach which can be put on the road for the cost of a one or two-year-old heavyweight highliner, the improvements to Explorer II definitely make it worth a look.

Standard spec ensures that, for £126,500, there is a lot of coach for the money. In addition to 53 recliners, the Explorer comes with double-glazing, carpets, courier, full-draw curtains, radio/PA; peage and electric mirrors. A rear Continental door with five-step entrance is included and the solid back end can have a window built in at no extra cost. A sunken toilet is a possibility.

Alf Moseley's sales manager, John Dunn, told *CBW* that he is targeting 50 units next year.

However, the UK coach market has a plethora of bodies available on Dennis Javelin chassis. It could be that the real potential for this body cannot be realised while facing that competition from body suppliers with an established track record and more easily assessed residual values — despite the commendable strides taken to improve build quality.

Yet Marcopolo is the world's largest coach body builder and its ambitions might be expected to match that of its UK importer. If there is an opportunity to increase market penetration you can be sure that Alf Moseley will take it. CBW

Improvements to Explorer II definitely make it worth a look

SPECIFICATION

Chassis:	Dennis Javelin 12-metre — low driver
Body:	Marcopolo Explorer II — 53 seats
Price:	from £126,500 — as tested, £135,000
Engine:	mid-mounted Euro 1 Cum mins C-series six-cylinder — turbocharged and after cooled
Power:	240 bhp (180 kW) @ 2,000 rpm
Capacity:	8.3 litre
Torque:	756 Lbf ft (1025 Nm) @ 1,400 rpm
Gearbox:	ZF S6.85 synchromesh six-speed manual
Clutch:	single plate — hydraulic operation with servo
Steering:	ZF 8095 integral power-assisted — column adjustable for height and rake — 50 cm steering wheel
Brakes:	dual circuit air system front — discs rear— drums handbrake — spring release exhaust brake — air oper ated
Suspension:	full air system with two quarter elliptical springs and panhard rod at the front/twin leaf parabolic springs at the rear — double-acting telescopic shock absorbers/ferry lift and front kneel

Radiator pinpoints mid-engined chassis

Front Axle:	GKN 563
Rear axle:	Eaton 18100
Tyres:	275/80R 22.5

DIMENSIONS

Length:	12 metres
Width:	2.5 metres
Height:	3.45 metres
Wheelbase:	6.25 metres
Unladen weight:	11,450 kg
GVW:	17,000 kg
Underfloor locker space:	9 cubic metres

PERFORMANCE

Test consumption:	11.39 mpg
Acceleration:	0-30 mph — 11 secs 0-50 mph — 25 secs
Fuel tank capacity:	80 gallons (maximum range — 910 miles)
Noise levels at 62.5 mph:	front - 72 dB(A) middle - 72 dB(A) rear - 70 dB(A)

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OPTARE

First Excel for Nottingham

NOTTINGHAM City Transport has taken delivery of its first Optare Excel. Although intended as an evaluation vehicle, a further four have already been ordered, one for delivery later this year and three more for March 1997.

Each vehicle is 11.5 metres long and is fitted with a total of 47 seats with a capacity for a further 20 standing passengers.

John Lowrie, NCT engineering director, said: "We have been operating Optare MetroRiders in Nottingham for a number of years now and have always been very pleased with their passenger appeal, reliability and flexibility which they provide for our operations. We expect this of the Excel also.

"The first, which has just entered service, has already been recognised as 'the way forward' for Nottingham City Transport.

"Low-floor technology has always been an expensive option, but the introduction of the Excel is a very attractive proposition with its extremely competitive price tag."

WRIGHTS

Crusaders are United

'All-round accessible buses' have kneeling suspension and Boge ramps so wheelchairs users can board unaided

by Mark Williams

LONDON United has traded up the accessible van conversions on its Hatton Cross-Hanworth route to Wrights Crusader midibuses on Dart SLF.

The 32 seaters are fitted with Boge ramps (see inset), enabling wheelchair users to board unaided. That, says London United md David Humphrey, allows shorter dwell times and addresses capacity problems so the route can continue to develop.

"Demand now exceeds the capacity of the van conversions at times. With the Wright Crusaders, we now have an all-round accessible bus that is better for everybody," he said.

"We have had nearly three years' good experience of operating 10 low-floor Wright Pathfinders on another route. Wright's rigid structures have proved to be very well built. They're also easy to repair in the event of an accident, which means we require fewer spare vehicles."

The Crusaders have kneeling suspension to get step height down to 235mm which allows easy access for buggies and shopping trolleys. The ramps can be deployed by the driver for wheelchairs.

London United now has 580 buses in its fleet, chiefly used on LT tendered work.

OLYMPUS COACHCRAFT

Bristling wi

THIS Mercedes-Benz Sprinter-based minicoach is guilty of hiding its light under the proverbial bushel.

The 16 seater is blessed with a huge variety of vehicle extras, including ABS, central locking, headlamp washers, electric door mirrors and tinted glass.

But specification inside is just as impressive, with high-backed coach seats, height-adjustable three-point belts, courier seat, raised rear floor to avoid wheelarch intrusion, luggage racks, radio/PA, video, telephone, electric ventilation extractor, independent heating system and last, but not least, a PLS underfloor wheelchair lift!

"You'll be surprised at the room and weight we are able to play with on a conversion of this type," said Olympus Coachcraft director Cyril Butcher. "Mark Plant sent me

th features

a list of extras he wanted fitting, and we managed nearly everything except double armrests, which would have encroached on aisle width too much."

The conversion has a dual role; providing transport for special needs children on contract, and undertaking UK and Continental private hire: "We've got the earlier model, bought last year, but this is much better on performance," said Mr Plant.

"It's also quieter and more economic to run. One operator who came to see the vehicle has ordered a similar coach for himself."

One of the first jobs for the coach was transporting deputy prime minister Michael Heseltine around Manchester as he promoted Government funding for repairing the bomb damage.

PLAXTON

Sofa, so good for Armchair

ARMCHAIR Passenger Transport has invested in its first Plaxton Pointers and its first Dennis Darts in one fell swoop, taking seven buses to service a newly-won LTB contract. The Staines-Isleworth route will be operated with the vehicles from Armchair's Brentford base, bringing the total bus fleet to 47. They run alongside Armchair's luxury coach fleet, which is chiefly aimed at the incoming North American tourism market.

"We operate a number of tendered services on behalf of London Transport Buses, all in West London," said md Simon Newman. "This particular route specified midibuses, and we selected the Pointer/Dart combination as a proven and cost-effective product. These are our first midibuses; most of the contracts we already hold are operated with double deckers."

Alentec Orion filter system: no need for extractor fans

Stand-alone filter

OPERATORS without exhaust extraction systems for their workshop could make life much safer for their technicians by buying a stand-alone filter system from Alentec Orion.

The units come in a variety of sizes, some having their own trolley platforms for flexibility. They are connected to the vehicle exhaust via flexible hosing, and remove cancer-causing agents usually attached to particulate emissions. The filter condition is monitored by a simple rupture disc, which gives ample warning that replacement is required. Replacements are inexpensive, says Alentec Orion.

For full details, contact the firm in Leicester on 0116 243 3343, fax 0116 243 2306.

Guard batteries from draining

Mark Williams takes a look at some of the latest products on the market for coach and bus operators

A SIMPLE but effective device fitted to your coach could save hundreds of pounds in breakdown charges. Electrical failures due to discharged batteries — often as a result of a device being left running in the vehicle — are a common call-out for breakdown specialists. Battery Guard keeps a watchful eye on the battery condition and drain, cutting the battery off before it reaches the point where there is insufficient power to start the engine.

The solid-state device, priced at £143 upwards, suits 12 and 24 volt applications, allowing a bypass to tachos, alarms and other devices as long as their current drain is five amps or less. Hazards and normal ignition switching remain unchanged.

The device warns when it has disconnected the power, and is re-armed by simply pressing a button. It can also be used to isolate the battery for long-term storage.

An advanced version of Battery Guard can even be connected to a charging supply for an indefinite period, trickling charge into the battery when needed, stopping when the battery is fully charged, and topping it up as the need arises.

Full details of Battery Guard are available on 01642 566277, fax 01642 564440.

Putting added fizz in Elsan's sales

THE man from Coca Cola has found an unlikely niche selling Elsan's top-quality coach toilet chemicals.

Alan Webb (left) takes over at the Uckfield-based company as its new sales manager, just as Elsan is poised to make further inroads into the European market. Elsan has spent £1.5 million on new plant and premises, alongside investment which has produced its Coach Kem range of sachet toilet chemicals.

Coach Kem offers either formaldehyde-free or original chemistry in three, different-sized sachets so that it can meet any capacity water tank, and any style of environmental policy. The sachets are water-soluble, and sealed against chemical leakage. A combination of a long-lasting fragrance and biocidal action ensures there will be no smells, and the sachets come with full instructions.

Contact Elsan for your nearest supplier, on 01825 733291, fax 01825 733617.

Device may mean end of voltage droppers

THE end is nigh for voltage droppers says the manufacturer of a new battery equaliser device.

Antares of Gerrards Cross has introduced a 30 amp unit which operates automatically when required and is connected only to the batteries. In common practice, a 12 volt line is taken from the centre of the 24 volt battery bank. In time, this creates an imbalance and battery failure. The Antares battery equaliser ensures that the charge balance is maintained.

Unlike a voltage dropper, it is not in the 12 volt line. Using this configuration, any surges or short-term peak currents are supported by the battery itself — eliminating the stress on electronics which often leads to reliability problems.

Full details of the device and prices are available from Antares, on 01753 890888.

Antares balances power drain from 24 volt systems

CBW

Coach and Bus Week

The PSV industry's news weekly

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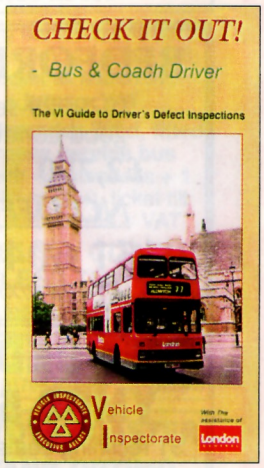

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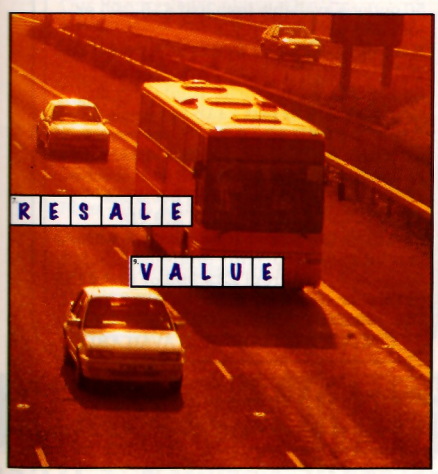

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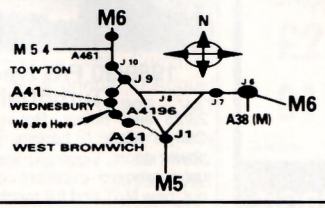

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49 reclining seats, centre sunken toilet, drinks machine, fridge, radio/cassette/PA, double glazed, blinds, drivers bunk, continental door, Telma, ferry lift, kneeler, fitted with new comfort shift gearbox, Webasto heating. Full years MoT.

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88 TRANSIT, 14 diesel, PSV
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87 B10 VOLVO, Plaxton 3500 exec 49, toilet, TV

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1982 MB200, 12 PLAXTON SUPREME IV, tinted glass, curtains, 53 seats and courier, private plate, test March 97
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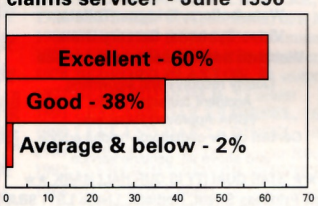

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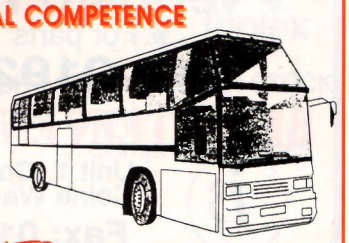

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66070/VEH

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01733 467144 Appointments & Tenders

SWINDON UNITARY AUTHORITY

Public Transport Co-ordinator

Salary within PO2 £23,295 - £25,746 pa. Ref: PT28

This is an ideal opportunity for a passenger transport professional to establish and lead a small multi-functional team in the new unitary authority.

You will be responsible for the effective operation and management of the Public Transport Unit including all aspects of Public, Education, Social Services and Special Needs transport and taxi licensing. Applicants must be Members of the Chartered Institute of Transport with at least five years' experience, some in a senior capacity in the field of Public transport. Candidates should also possess a knowledge of health and safety issues within the transport field, have contract management and negotiation skills, together with experience of investigating, reviewing and analysing data and managing budgets.

Closing date: 6.12.96. Interviews: 18.12.96.

Application forms and further details are available from, Head of Personnel, Civic Offices, Swindon, Wiltshire SN1 2JH. Tel: (01793) 610202 (24 hour answering service) Minicom for deaf users (01793) 436659 quoting job reference number. Please note that we cannot accept CVs.

The Council has a range of other facilities which may be of benefit to people with caring responsibilities. Also available are dependant care allowances.

We are actively working towards equality of opportunity and welcome applications from any individual.

POSITIVE ABOUT DISABLED PEOPLE

SWINDON
CITY FOR THE
21st CENTURY

London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport routes:

24	Hampstead Heath - Pimlico
139	West Hampstead - Trafalgar Square

These routes will be tendered on the basis of net cost contracts.

The above routes form part of the current network and as part of our ongoing commitment to provide the best possible services, routes may be subject to change as part of the tendering exercise.

If you are interested in route 24 and have already submitted your pre-qualification documents then you need take no further action at this stage. However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 27th December 1996 in order to receive invitations to tender for route 24.

Operators interested in pre-qualifying for route 139, will have had to have submitted their pre-qualification papers by the 9th December 1996.

Pre-qualification documents are available by writing to:

Mr T Wynne, Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN
Telephone 0171 918 3812

London Transport Buses

Say you saw it in CBW

Appointments & Tenders

Tel: 01733 467144 Fax: 01733 467154

ABC Travel
OPERATIONS ASSISTANT

ABC Travel operate a modern fleet of twenty-five buses and coaches, principally on local bus services, from their depot at Formby, Merseyside.

A vacancy now exists for an Operations Assistant to work with the proprietors in the day-to-day running of the business and in its future development. The successful applicant will hold a full PCV driving licence and the possession of a CPC would be an advantage, as would an understanding of staff training to NVQ standards. A high degree of self-motivation and good man-management skills are essential in order to maintain the high standards of service which we provide for our customers. Some weekend and on-call working will be required. An attractive remuneration package will be available to the successful applicant.

If you believe that you are the right person to fill this responsible position, please send your handwritten application together with your CV to:

David Garnett
ABC Travel
7 Rothwell Drive, Ainsdale, Southport PR8 2SB

66130/APP

LIMEBOURNE
COACH CONTROLLER

required
IN BATTERSEA, LONDON

Must be available to work on a shift rota system, a CPC/PVC holder an advantage.
Salary negotiable depending on qualifications and ability.

Apply in writing with full CV to:
MR GARBY ZACCA, General Manager
LIMEBOURNE
SILVERTHORNE ROAD, BATTERSEA, LONDON SW8 3HE

Closing date Friday, 6th December, 1996

66172/APP

HODGE'S COACHES

require a

HOLIDAY AND EXCURSION MANAGER

to set up and run short break and day excursions.

Applications are invited from highly motivated individuals with good management and administration skills. You will need to be computer literate and demonstrate a good understanding of the holiday and excursion market.

We are a quality coach company and you will be in charge of developing this part of our business to the same high standards.

An attractive remuneration and benefits package dependent on qualifications and experience will be offered to the successful applicant.

If you would like to know more about this vacancy please contact Paul or Martin at

100 Yorktown Road, Sandhurst, Berkshire GU47 9BH
Tel: 01252 873131 or 873989

66116/APP

NORFOLK COUNTY COUNCIL Education

Provision of education transport

Tenders are invited for the following school transport contracts:

Network review: Norwich Special Schools

The provision of special needs transport (minibuses, taxis, wheelchair accessible vehicles), for special schools and units in Norwich, from Monday 24 February 1997. **Closing date for the receipt of tenders: 2 pm on Friday 20 December 1996.**

Network review: Wells and Fakenham schools and transport to Litcham High

The provision of buses, taxis, minibuses for schools in the Wells, Fakenham and Litcham area, from Monday 24 February 1997. **Closing date for the receipt of tenders: 2pm on Friday 17 January 1997.**

Network review: St John's RC VA First and St Thomas More RC VA Middle, Norwich

The provision of buses, taxis, minibuses for the above schools from January/February 1997. Closing date for the receipt of tenders will be notified in the tender documents.

Various routes into Loddon, Reepham, Oriel High, Cliff Park High/Middle

The provision of buses to the above schools, from Monday 6 January 1997. **Closing date for the receipt of tenders: 2pm on Friday 6th December 1996.**

Full details and the tender documents are available from:

Niki Park, Education Transport, County Hall, Martineau Lane, Norwich, NR1 2DL

Tel: (01603) 222308. Fax: (01603) 222119 66115/TEN

CITY OF SALFORD
Education Department

Select List of Approved Contractors for the following categories of transport:

1. Home-to-School transport for children with Special Education Needs,
2. Transport for school children to centres of recreation etc.

Further applications are now invited from suitably qualified/experienced contractors who wish to be considered for inclusion on the above 'Select List'. Successful applicants will be eligible to receive tender documents for new transport requirements, as well as one off enquiries from schools. Contractors who are currently on a 'Select List' with this Authority, need not re-apply.

Application forms are available from the Contract Services Section, tel 0161 837 1849 for the following categories of operators: Bus, Coach and Minibus Operators; Private Hire Operators, Hackney Carriage Proprietors.

Completed forms should be returned to the Chief Education Officer, Education Office, Chapel Street, Salford, no later than 2.00pm Friday 20th December, 1966 66083/TEN

CHIEF ENGINEER
Western Buses

Following the promotion of the present incumbent, a vacancy has arisen for Chief Engineer at Western Buses. Western and its' associated Company A1, operate 450 vehicles from fifteen sites in South West Scotland (including three self contained off-shore operations).

The post is based at head Office in Ayr, and holds direct responsibility for all engineering functions within the Company. Key responsibilities include:-

- ★ Planning and Management of the maintenance and repair functions
- ★ Undertaking depot inspections covering vehicles and buildings
- ★ Ensuring compliance with relevant legislation and Company policy
- ★ Health and Safety issues
- ★ Preparing, implementing and monitoring engineering budgets
- ★ Maintaining regular communication with the Department of Transport
- ★ Preparing and pursuing warranty claims
- ★ Overseeing the engineering computer system

The successful applicant will be self-motivated, and have the ability to motivate staff at all levels, Western places top priority on achieving the highest standards of engineering excellent, with considerable emphasis on presentation of the fleet and premises.

A salary of circa £30k, plus fully expensed company car, BUPA, relocation costs, Profit Related Pay, etc, are offered.

Applications, accompanied by full Curriculum Vitae and photograph by Friday 13th December, 1996 to:-

Neil Renilson, Managing Director,
Stagecoach Scotland, Sandgate, Ayr KA7 1DD 66127/APP

You know the name..... but what's the number?

Find it here in the Instant Phone Guide

A — A

AK Carpets, Coach carpets and trim tel: 01254 871879

Autoglass Coach & Bus Services
London 0181 903 6500
South East 01293 525155
East Anglia 01603 788251
South Coast 01202 676040
South West 01454 620515
Wales 01792 790060
Midlands 0116 275 0271
North 0161 624 0025
Tyneside & Cumbria .. 0191 491 0529
Scotland South 0141 347 1066
Scotland North 01224 647089
Dial free throughout UK 0800 222 777

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tel/fax: 01274 862700

A quality engine call Actionform
tel: 01902 714242

Actionform Ltd
Engine refurb.
tel: 01902 714242
fax: 01902 22880

A.V.T., suppliers of in coach audio video and public address.
tel: 01386 831777

B — B

Beral Brake Linings
Roadlink International
tel: 01902 636206

Belaco Ltd, Brake linings
tel: 01298 811236

Berkhof,Ave-Sales,Parts
& Services tel: 01344 861787

British Furtex Fabrics, suppliers of quality moquettes for Coach and Bus Industry tel: 01422 882161

Bryden Riveting Machines
Roadlink Int' tel: 01902 636206

Buss Bizz, Vehicle spares
tel: 01962 715555/715566

Busparts, for windscreen, body and chassis parts
B/Ham: 0121-524-1200
Bristol: 0117-955 4955
London: 01932-569 177

Bus & Coach Glazing (Anston)
tel: 01909 551188

Bus & Coach Glazing (Barrhead)
tel: 0141 8761177
Bus & Coach Glazing (Ware)
tel: 01920 485996
Freephone: 0800 220077
Insurance Company Approved

C — C

Carlyle parts for Van Hool wind screen, body & integral chassis parts. tel: 0121 524 1200

CONCEPT AV
Audio, visual, toilets.
tel: 0161 877 7777
Confederation of Passenger Transport UK tel: 0171 831 7546

Computer Systems and Software
A.K.M. tel: 01270 250829

C.Anthony Wood & Co Accountants tel: 0181 866 8232

C.P.V. CONVERSIONS,
Alpha-Tec. tel: 01132 329559

CCS 24hr Coach Mobile
B/Down Svc tel: 0181 5617838

Coach Wash, Armchair Brentford tel: 0181 568 8227

Cornish-NW, Insurance
tel: 0151 5461282

D — D

Driver Seats: Thomas Scott & Co.
tel: 0141 7632120

DB. Associates Business Consultants tel: 01799 540513

Dennis Specialists Vehicles
tel: 01483 571271

E — E

Elite Services
Seatbelt specialists
tel: 0161 480 0617

Engines, Preston Engines.
tel: 01772 651629

F — F

Fuel Management Equipment by Triscan tel: 01254 682111

G — G

Gary Smith, Spares and recovery
tel: 01789 267990

Gauntlet Insurance, Bus, Coach and Fleet Insurance
tel: 01132 448686

H — H

Hindle Auto for Engines
and ZF Trans.
Tel: 01274 732284

I — I

Insurance, Robin Huckle and Co Ltd. tel: 0121 454 8878

K — K

KONI Shock Absorbers,
Roadlink Int' tel: 01902 636206

Kirkby Coach and Bus
Sheffield tel: 01909 551166

L — L

Lockerbie P.S.V. Consultants.
Agents for Onyx, Nutrack and Cacclamali.
tel: 01228 562414/0378 041151
or N.E. Agent on 0860 795598

Leyland Engines,
call Actionform!
tel: 01902 714242

M — M

Mobile Vehicle Lifts – Prolift
tel: 01432 350330

MAN Truck & Bus UK Ltd
Swindon tel: 01793 490231

Mercedes Benz
(United Kingdom) Ltd
tel: 01908 24500

N — N

Nationwide Seatbelts
tel: 01621 840722

Neoplan
For Parts & Service
tel: 01709 700600

Nightbright P.C.V. Cleaning
Specialist tel: 01850 174029

Northern Counties Ltd
Bus Bodies tel: 01942 212135

P — P

Paul Gardner, Engineering Ltd
tel: 0161 787 7357

Plaxton Parts & Service
Anston tel: 01909 551155
Direct Parts tel: 01909 550044

Plaxton Parts & Service
Barrhead tel: 0141 8815625
Direct Parts tel: 0141 880 8008

Plaxton Parts & Service
Ware tel: 01920 462383

Andy Powell Commercials
Bedford & Dennis Coach Spares
Tel: 01432 341085
Fax: 01432 342302

Prolift, Mobile Vehicle Lifts
tel: 01432 350330

R — R

Reg. Plates, Tayside Numbers:
tel: 01382 350245

Registrations:
National Numbers
tel: 01642 360066

R & H Engineering Services – tools and polybush specialists
tel: 01492 573320

Roberts Transmissions
semi – auto gearboxes
tel: 01637 881596

S — S

Scania Bus & Coach UK Ltd
Contact: Ian Hall
Tel: 01909 500822
Fax: 01909 500165

Somers Vehicle Lifts
tel: 0121 501 1077

Screen Savers, Glazing
tel: 01831 551166

Southern Trimmers
tel: 01443 710240

Southcoast, Trimmings
tel: 01703 660676

Spares – Allco Passenger Vehicles tel: 01895 820760

Steamy Windows, J W
Glass tel: 01283 32418

Seatbelts: Pennine Coach
Painters tel: 01226 204059

Swire Fraser Limited,
Lloyds Insurance Brokers,
Tel: 0171 2041367
Fax: 0171 2041484

T — T

Toyota GB tel: 01737 785320
After Sales tel: 01737 785213

Transport Studies CPC, training
tel: 01254 823921

Transmissions, U.K. Diesels
tel: 01703 652288

U — U

UNIFORMS UNLIMITED
FAX & TEL: 01423 528275

V — V

Vulcan Eng, Seats&Hand Rails
Halifax tel: 01422 202840

W — W

Wrightsure Insurance Services Limited. tel: 01708 865533/
0151 724 2266

A TO Z DIRECTORY
Telephone Numbers at a Glance

▼ Bus

GAG post for Brighton man

Martin Harris is core region director and general manager

by Mark Williams

GO-AHEAD Group (North East) has appointed Brighton & Hove manager **Martin Harris** director and general manager for the south of its core region.

Mr Harris will now be responsible for the operation of Wear Buses, OK Travel, and Northern, based at Go-Ahead's Gateshead offices.

Mr Harris has 16 years' industry experience, 11 served at Brighton & Hove where he held posts in sales, marketing and human resources.

"I am delighted to be here in the north-east working for one of the region's largest and most progressive bus companies," he said.

"We have a number of exciting projects under way which will confirm our commitment to efficiency and excellence."

Martin Harris: 'delighted'

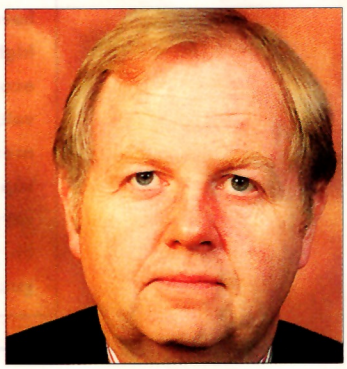
Jenny Turner: added role

▼ Bus

Promotion

A REVIEW of Go-Ahead's buying policies by the Chartered Institute of Purchasing and Supply has led to the promotion of one of its divisional staff.

Jenny Turner is now group purchasing manager — a duty she takes on in addition to her similar role within the two, London-based Go-Ahead subsidiaries.



George Fair: air background

▼ Coach

Ops manager

GEORGE Fair has been appointed operations manager of Thames Transit's Oxford Tube coach services. Mr Fair has a background in the air industry, having spent 26 years in the RAF, and 18 months with British Airways pilot recruitment. Tucked into that career, he has driven coaches part-time for an international tour operator!

CBW
Coach and Bus Week
The PSV industry's news weekly

SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

Payment (please tick as appropriate)

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PLEASE ANSWER THE FOLLOWING QUESTIONS.
YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director ❒ 01
Senior/General Manager ❒ 02
Engineering/Service Manager ❒ 03
Other (please specify) ❒ 04

2. What is your company's main business function?

Bus Operator ❒ 01
Coach Operator ❒ 05
Coach & Bus Operator ❒ 02
Local Government ❒ 03
Other (please specify) ❒ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5	❒ 01	❒ 10
6-10	❒ 02	❒ 11
11-15	❒ 03	❒ 12
16-25	❒ 04	❒ 13
26-39	❒ 05	❒ 14
40-100	❒ 06	❒ 15
101-400	❒ 07	❒ 16
401-1000	❒ 08	❒ 17
1000 +	❒ 09	❒ 18

4. Do you have responsibility for the recommendation/ purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles	❒ 01	❒ 12	❒ 23
Parts/Spares	❒ 02	❒ 13	❒ 24
Oil/Fuel	❒ 03	❒ 14	❒ 25
Breakdown	❒ 04	❒ 15	❒ 26
Insurance/Finance	❒ 05	❒ 16	❒ 27
Fuel Cards	❒ 06	❒ 17	❒ 28
Training	❒ 07	❒ 18	❒ 29
Venue/Attraction Tickets	❒ 08	❒ 19	❒ 30
Ferry Crossing	❒ 09	❒ 20	❒ 31
Hotel Bookings	❒ 10	❒ 21	❒ 32
Theatre Tickets	❒ 11	❒ 22	❒ 33
Other (please specify)			❒ 34

5. What type of work does your company undertake?

(Tick all that apply)

Private Hire ❒ 01
Day Excursions ❒ 02
British Tours ❒ 03
European Tours ❒ 04
Local Government Contracts ❒ 05
Emergency/Breakdown Services ❒ 06

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Card number: ❒❒❒❒❒❒❒❒❒❒❒❒❒❒❒❒

Signed .....

Name .....

Job Title .....

Company .....

Address .....

.....

Postcode..... Tel: .....

Return to: Kerry Young, *Coach and Bus Week*, Subscription Department, EMAP Automotive Ltd., Wentworth House, Wentworth Street, Peterborough PE1 1DS
or phone 01733 467051 *today*

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For more information please contact Steve Prime, Coach Sales Manager, Toyota (GB) Ltd., The Quadrangle, Redhill, Surrey PH1 1PX. Tel. 01737 768 585. Erringtons of Evington, Leicester. Tel. 0116 273 0421. Moseley (PCV) Ltd., Doncaster. Tel. 01302 330600. Moseley Distributors Ltd., Lanarkshire. Tel. 01236 422 445. Moseley In The South Ltd., Taunton. Tel. 01823 324 926. Salvador Caetano (UK) Ltd., Heather. Tel. 01530 263 333.